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Flying Operations

T-6 AIRCREW TRAINING

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202, Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the T-6 aircraft. This publication applies to Air Force Reserve Command (AFRC) pilots flying T-6 aircraft; it does not apply to the Air National Guard. File a copy of all approved waivers with this instruction. **Attachment 1** contains a glossary of references and supporting information used in this publication.

Major commands (MAJCOM) will forward proposed MAJCOM-level supplements to this volume through HQ AETC/DOFV to HQ USAF/XOOT for approval prior to publication according to AFD 11-2, paragraph 4.2. After being approved and published, MAJCOMs will send copies of their supplements to HQ USAF/XOOT, HQ AETC/DOFV, and the user-MAJCOM office of primary responsibility (OPR). Field units below MAJCOM level will forward copies of their supplements to their parent MAJCOM OPR for postpublication review. See paragraph **1.1** for guidance on submitting comments and suggesting improvements to this instruction.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management System (ARMS), covers required information. The authority for maintenance of the system is 37 U.S.C. 301a, *Incentive Pay*; Public Law 92-204, Section 715, *DoD Appropriations Act for 1972, December 18, 1971*; Public Law 93-294, *Aviation Career Incentive Act of 1974, May 31, 1974*; Public Law 93-570, *Continuing Appropriations, 1975, February 28, 1975*; DoD Directive 7730.57, *Aviation Career Incentive Act and Required Annual Report, February 5, 1976*; and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons, November 22, 1943*. The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction.

Maintain and dispose of records created as a result of prescribed processes in accordance with AFMAN 37-139, *Records Disposition Schedule* (will become AFMAN 33-322, Volume 4).

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Chapter 1

GENERAL GUIDANCE

1.1. Recommended Changes and Waivers. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, to the parent MAJCOM through standardization/evaluation (stan/eval) channels, who will forward approved recommendations to HQ AETC/DOFV. The MAJCOM director of operations (DO) is waiver authority for this guidance. Waiver requests may be submitted in message or memorandum format.

1.2. Responsibilities:

1.2.1. Supervisors at all levels are responsible for monitoring the progress of aircrew training to ensure timely progression through appropriate training phases and for identifying areas in which additional training is needed.

1.2.2. As the responsible agency for this instruction according to AFI 11-202, Volume 1, HQ AETC/DO will:

1.2.2.1. Host periodic conferences to review ground and flying training requirements and programs for applicable units. Conference participants will include the OPR and applicable MAJCOM representatives.

1.2.2.2. Process change requests.

1.2.2.3. Determine training requirements.

1.2.2.4. Review subordinate unit supplements and training programs annually.

1.2.3. Wings and groups will:

1.2.3.1. Assist subordinate units in managing training programs, ensure programs meet unit needs, and provide necessary staff support.

1.2.3.2. Develop programs to ensure training objectives are met. Forward copies of unit training programs that expand upon the minimum guidelines of this instruction and subsequent changes to the appropriate MAJCOM stan/eval for review.

1.2.3.3. Review supplements and programs annually.

1.2.3.4. Identify training shortfalls through appropriate channels.

1.2.4. Squadron (SQ) commanders will:

1.2.4.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached pilots.

1.2.4.2. Ensure review of training and evaluation records of newly assigned pilots and those completing formal training to determine the training required for them to achieve qualification and to ensure provisions of this instruction have been met. Brief new instructor pilots (IP) on their instructor responsibilities prior to accomplishing student training.

1.2.4.3. Determine and certify missions and events in which individual pilots may participate (for example, Letter of Xs).

1.2.4.4. Report end-of-cycle training deficiencies through the operations group (OG) to the appropriate MAJCOM.

1.2.4.5. Identify the levels of supervision required to accomplish the required training, unless specifically directed elsewhere.

1.2.4.6. Help the wing (WG) and group develop unit training programs.

1.2.5. Flight commanders will:

1.2.5.1. Monitor currencies and requirements for assigned and attached pilots.

1.2.5.2. Ensure pilots only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current.

1.2.6. Individual pilots will:

1.2.6.1. Hand-carry all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.2.6.2. Be responsible for completing training requirements and currencies within the guidelines of this instruction.

1.2.6.3. Ensure they only participate in ground and flying activities for which they are qualified and current unless the activity is part of an upgrade syllabus leading to qualification.

1.3. Phases of Training:

1.3.1. Initial Qualification Training (IQT). This training is necessary to qualify pilots for their primary mission in the T-6 aircraft. This may include qualification to first pilot (FP) or IP. In this phase, upgrades to FP or IP will only be accomplished with a MAJCOM-approved syllabus. (See [Chapter 2](#) for details of the IQT program.)

1.3.2. Mission Qualification Training (MQT). This training is necessary to qualify pilots to the specific unit or local area requirements. (See [Chapter 5](#) for details of the MQT program.)

1.3.3. Continuation Training (CT). CT sorties are flown to increase IP instructional skills, enhance basic flying skills, and meet currency requirements. These sorties also allow inexperienced IPs to learn and refine techniques while flying with experienced IPs. (See [Chapter 4](#) for further details of the CT program.) To maximize the objective of CT sorties, most CT sorties should be scheduled and flown dual instead of solo. All OG and SQ commanders will develop procedures that address instructor solo CT scheduling, SQ supervisor review of mission profiles, and mission requirements. SQ commanders will designate instructors and aircrew members as either “experienced” or “inexperienced,” as follows:

1.3.3.1. Experienced Pilots. T-6 pilots who have been certified as mission ready (MR) and have 150 rated hours of primary flight time in the aircraft and 600 hours of total rated time or 250 rated hours of primary flight in the aircraft and 450 hours total rated time will be designated as experienced after SQ commander certification. For the purposes of this instruction, the WG commander, vice WG commander, OG commander, deputy OG commander, SQ commander, and SQ DO are designated as experienced pilots.

1.3.3.2. Inexperienced Pilots. Pilots who do not qualify as experienced or who are not certified as such by the SQ commander are considered inexperienced. Pilots designated as inexperienced

will progress through a program managed by the flight commander to develop sound flying and instructional skills. The flight commander will tailor each program based on the new instructor's past flying experience and performance at pilot instructor training (PIT). **NOTE:** No time limit is established to transition from inexperienced to experienced.

1.4. Continuation Training (CT) Meetings. Commanders will direct and supervise quarterly CT meetings for aircrew members. The purpose of these meetings is to discuss standardization, mission-related topics, instructional techniques, and grading practices and to increase general knowledge. A cockpit/crew resource management (CRM) topic or scenario will be discussed in each CT meeting referring to CRM core concepts from AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Traditional reservists will attend quarterly CT meetings during their mandatory unit training assembly.

1.5. Training Concepts and Procedures:

1.5.1. Training programs will be designed to achieve the highest degree of qualifications consistent with flight safety and resource availability. This instruction provides training guidelines and procedures to be used in applicable flying and operations publications.

1.5.2. Unless specifically directed, the SQ commander determines the level of supervision required to accomplish in-flight training. If mission objectives include introduction to tasks or instruction to correct previous discrepancies, an IP may be required. If mission objectives require directed supervision, a SQ supervisor may be warranted.

1.5.3. IPs may allow any pilot to lead limited portions of a mission if appropriately briefed. This provision will only be used to allow a pilot to practice events in which he or she is already qualified or to help determine if the pilot is ready for an upgrade program. In either case, the IP or SQ supervisor is responsible for the flight.

1.5.4. This instruction and AFI 36-2201, *Developing, Managing, and Conducting Training*, govern all required ground and ancillary training for T-6 pilots.

1.5.5. Units will complete training requirements during the appropriate training cycle except where specifically exempted. The pilot training cycle is 12 months (1 January through 31 December).

1.6. Training Records and Reports. Units will:

1.6.1. Maintain pilot records for individual training and evaluations according to AFI 11-202, Volume 1, and AFMAN 37-139.

1.6.2. Maintain formal course or equivalent training records for assigned and attached pilots.

1.6.3. Prepare and forward training reports according to MAJCOM directives.

1.6.4. Maintain flying and ground training records according to AFI 11-202, Volume 1, and this instruction. **NOTE:** To document aircrew training in ARMS, use the forms specified in AFI 11-202, Volume 1.

1.6.5. Track the following information for all pilots, as applicable:

1.6.5.1. Ground training.

1.6.5.2. Sortie requirements by 30-, 60-, and 90-day and cumulative totals.

1.6.5.3. Event requirements and accomplishments by cumulative total for the training cycle.

1.6.5.4. Currencies.

1.7. Pilot Utilization:

1.7.1. Commanders will ensure WG pilots fill only authorized positions (in accordance with unit manning documents [UMD]) and pilot status is properly designated. The overall objective is for pilots to perform only operations-related duties. Supervisors may assign pilots to valid, short-term tasks (escort officer, flying evaluation board [FEB] member, mishap board member, etc.), but must continually weigh the factors involved (level of pilot tasking, flying proficiency, currency, experience, etc.).

1.7.2. The following duties will not be assigned to pilots at the SQ level without OG commander's approval: Air Force Innovative Development Through Employee Awareness (IDEA) Program monitor, weapons or explosive safety manager, operations security (OPSEC) monitor, fund a campaign (Combined Federal Campaign [CFC], etc.) manager, building custodian, unit communications security (COMSEC) program monitor, disaster preparedness monitor, enlisted career advisor, functional area documentation manager, unit ground safety program monitor, information officer, resource advisor, cost center manager, records management program monitor, WG or SQ quality officer, Freedom of Information Act (FOIA) monitor, Privacy Act (PA) officer, security manager, telephone control monitor, vehicle control monitor, voting advisor, enlisted advisory council representative, human resources counsel representative, SQ executive officer, unit historian, weight control program monitor, small computer program monitor, or base duties.

1.7.3. Duties required by various publications that may be assigned to aircrew position indicator (API) -1 pilots are weapons and tactics officer, programmer, flying safety officer (FSO), supervisor of flying (SOF), mobility contingency plans officer, training stan/eval liaison officer (SELO) (except ARMS documentation), squadron life support officer, electronic combat officer, and other duties directly related to flying operations. API-1s will not be attached to WG staffs or hold WG staff positions unless total WG pilot API-1/6 manning is 100 percent or better. Commanders will ensure WG staff pilots (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs.

1.8. Functional Check Flight (FCF) Program:

1.8.1. Overview. The OG/CC will designate one pilot as the chief of FCF section and one as the T-6 lead FCF pilot. The OG/CC will also determine the number of additional duty FCF pilots required. The FCF section chief and the T-6 lead FCF pilot will be assigned to the operations group and work closely with maintenance quality assurance personnel. The FCF chief has primary responsibility for supervising and scheduling the aircraft FCF program according to AFI 21-101, *Maintenance Management of Aircraft*; TO 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*; TO 1T-6A-6CF-1, *Functional Check Flight Procedures*; and lead-MAJCOM directives. SQ assigned additional duty FCF pilots and FCF instructors will be appointed by a memorandum from the OG commander.

1.8.2. FCF Section Chief Responsibilities: The FCF section chief will:

1.8.2.1. Supervise and administer the WG aircraft FCF program according to policy and procedures.

1.8.2.2. Maintain an FCF operational information file (OIF) in the FCF briefing areas. **NOTE:** The FCF OIF will not duplicate the flight crew information file (FCIF).

1.8.2.3. Develop an FCF CT program for FCF techniques and procedures to include seminars and flights. The objective is to ensure FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment.

1.8.2.4. Ensure CT requirements are met by assigned and attached FCF pilots.

1.8.2.5. Act as a liaison member of WG stan/eval division.

1.8.2.6. Designate FCF pilots as engine runup evaluators and monitors according to AFI 11-218, *Aircraft Operation and Movement on the Ground*.

1.8.2.7. Ensure local flight clearance is coordinated between FCF section and air traffic control agencies.

1.8.2.8. Maintain AF Form 4290, **Aircraft Functional Check Flight/Supersonic Event Log and Flight Order**, to record FCFs and as a local flight clearance record.

1.8.2.9. Appoint a foreign object damage (FOD) prevention program officer.

1.8.3. FCF Pilot Requirements. FCF pilots will be selected from highly qualified WG IPs. Pilots selected must have a minimum of 750 total flying hours and 200 IP and/or FP hours in the T-6 or 650 total flying hours and 300 IP and/or FP hours in the T-6. The OG commander may waive requirements for T-6 initial cadre.

1.8.4. FCF IP Requirements. Pilots selected to be an FCF IP must have at least 4 months of experience conducting FCFs. (The OG commander may waive this for T-6 initial cadre.) FCF IPs will train new FCF pilots and administer FCF certification flights according to local unit training programs.

1.9. Sortie Allocation Guidance:

1.9.1. T-6 sortie and event requirements are depicted in paragraph **3.3**.

1.9.2. Inexperienced API-1 pilots will receive sortie allocation priority over experienced pilots. Priorities for sortie allocation in formal syllabus training are as follows:

1.9.2.1. API-1 continuation training.

1.9.2.2. API-2 continuation training (if applicable).

1.9.2.3. API-6 continuation training.

1.9.2.4. API-8 continuation training or upgrade training.

1.9.2.5. Flight surgeon (FS) flying requirements.

1.9.2.6. Incentive flights.

1.9.3. API-8 flying authorizations and FS requirements will be in accordance with AFI 11-401, *Flight Management*; AFI 11-202, Volume 1; and applicable supplements.

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

2.1. Overview:

2.1.1. This chapter outlines the IQT program for the T-6. On completion of the IQT program, pilots will be qualified in accordance with AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, and AFI 11-2T-6, Volume 2, *T-6 Aircrew Evaluation Criteria*.

2.1.2. Except in unusual circumstances, aircrew members undergoing IQT will receive ground and flight instruction with a minimum of interruption and complete training within the time specified by the syllabus. Failure to complete training within the specified time limit requires notifying the gaining WG commander of the pilot's name and grade, reason for delay, planned actions, and estimated completion date.

2.2. Prerequisites. Course prerequisites will be according to the appropriate formal course syllabus.

2.3. Ground Training. Ground training will follow the syllabus flow, but may be tailored to local conditions and the individual's background and experience.

2.4. Flying Training. Pilots in IQT will fly under IP supervision until completing the qualification checkride. Formal course syllabus mission objectives and tasks are minimum requirements for IQT. Additional training due to student nonprogression is available within the constraints of the formal course syllabus.

2.5. Senior Officer Qualification. Senior officers (colonel selectees and above) must meet course entry prerequisites and will complete all syllabus requirements unless waived according to syllabus directives. In addition, the following requirements apply:

2.5.1. General Officers. Individuals occupying general officer operational and indoctrination flying positions will comply with the guidance provided in AFI 11-401 and AFI 11-202, Volume 2. In addition, the following restrictions and requirements apply:

2.5.1.1. General officer flying training wing (FTW) commanders will be fully qualified IPs and have completed AF Form 8, **Certification of Aircrew Qualification**, according to the requirements of AFI 11-401 and AFI 11-202, Volume 2. The 19 AF commander may be a fully qualified IP. If current and qualified, general officers in command billets may fly without an IP in their primary aircraft. (Other general officers and those maintaining basic qualifications or less must fly with an IP.)

2.5.1.2. General officer indoctrination fliers will accomplish the following initial checkout:

2.5.1.2.1. Review the T-6A flight manual (TO 1T-6A-1, *USAF Series T-6A Aircraft*) with an IP.

2.5.1.2.2. Complete egress or ejection seat training according to lead-command directives.

2.5.1.2.3. Complete one instrument flight simulator or trainer mission with an IP. The simulator is preferred method. However, a cockpit procedures trainer or aircraft cockpit review may be used if crew coordination, proper checklist use, normal and emergency procedures applica-

ble to aircrew position, operation of aircraft equipment, and basic aircraft characteristics are emphasized.

2.5.1.3. General officer indoctrination fliers will complete an annual ground-training program to include review of aircraft systems, emergency procedures, and egress and ejection seat training according to lead-command directives. These fliers are exempt from other annual flying requirements.

2.5.1.4. Initial and annual training will be documented in the flight evaluation folder.

2.5.2. FTW Key Personnel:

2.5.2.1. Senior leaders (WG commanders and vice commanders and OG commanders and deputy commanders) will complete the initial instructor qualification checkout program.

2.5.2.2. WG commanders and vice commanders and OG commanders and deputy commanders may be dual qualified (that is, IP qualified in one type aircraft and FP qualified in another).

2.5.2.3. WG commanders will ensure equal representation of senior leaders in all WG aircraft types by selecting primary and secondary aircraft (IP/FP) qualification for each senior leader for approval by the 19 AF commander. The OG commander will be flight examiner (FE) certified in his or her primary aircraft.

2.5.2.4. WG FSOs will maintain IP qualification in their primary mission aircraft. There will be at least one FSO for each primary mission aircraft.

2.6. Flight Surgeon (FS):

2.6.1. Ground Training. FSs with a T-6 flying requirement who are assigned to units and have not previously flown in the T-6 will accomplish the following before the initial flight briefing:

2.6.1.1. Aircraft general review.

2.6.1.2. CRM training (AFI 11-290).

2.6.1.3. Hanging harness training, as applicable.

2.6.1.4. Egress training.

2.6.1.5. Protective equipment training.

2.6.1.6. An instrument and emergency procedures review with an instructor with particular attention to the flap control lever and PCL.

2.6.1.7. An FS annual written examination. The OG stan/eval is OPR for development and administration. The examination will be a minimum of 20 questions from the master question file (MQF) with 85 percent minimum required for passing.

2.6.2. Flight Training. The FS's first flight in the unit-assigned aircraft will be with an IP and may be flown in conjunction with other training sorties. The briefing and sortie will emphasize crew coordination, communications and equipment, instrument interpretation, and the aircraft's performance envelope.

2.7. FCF Pilots. Aircrews receiving initial FCF certification will complete a local checkout program covering, as a minimum: AFI 13-201, *Air Force Airspace Management*; AFI 11-401; TO 1-1-300;

TO 1T-6A-6CF-1; and local FCF procedures. Pilots will fly a representative sample of FCF profiles as a trainee prior to being designated a qualified FCF pilot.

2.8. T-38 Lead-In Training for T-6 First Assignment Instructor Pilots (FAIP):

2.8.1. T-6 FAIPs selected for assignment to combat air force (CAF) units are authorized T-38 familiarization training at their home WG before attending Introduction to Fighter Fundamentals (IFF). This training will normally consist of six T-38 aircraft sorties and two simulators.

2.8.2. Before flying the first aircraft sortie, T-6 FAIPs will complete a self-paced systems review (workbook or computer-based training [CBT] course) as determined locally, T-38 egress training, and normal and emergency procedures training in the simulator. Aircraft sortie emphasis should focus on contact, instrument, and formation categories. All training will be conducted from the front seat, and a gradesheet appropriate to the familiarization category will be used to document progress and potential problem areas for each sortie. An overall grade of no grade (NG) will be assigned to each mission.

2.8.3. In addition to familiarization training sorties, sandbag sorties are authorized in either cockpit after completion of required ground training. Members will establish training records that will be hand-carried to IFF training units. The OG commander may authorize additional aircraft or simulator sorties based on individual needs.

Chapter 3

REQUIREMENTS AND CURRENCIES

3.1. General. This chapter outlines ground and flying training requirements for T-6 pilots.

3.2. Ground Training. Ground training accomplished during IQT may be credited toward CT requirements for the training cycle in which it was accomplished. **Table 3.1.** outlines ground training requirements. The following programs comprise ground training only:

3.2.1. Physiological training according to AFI 11-403, *Aerospace Physiological Training Program*, and as supplemented.

3.2.2. Instrument refresher course (IRC) according to AFI 11-202, Volume 2, and AFMAN 11-210, *Instrument Refresher Course (IRC) Program*. The installation combat weather team can assist with weather-related IRC training upon request.

3.2.3. Survival and life support training according to AFI 11-301, *Aircrew Life Support (ALS) Program*; AFI 36-2209, *Survival and Code of Conduct Training*; applicable supplements; and applicable life support publications. T-6 pilots must accomplish training in egress, ejection, hanging harness, personal survival equipment, and local and deployment survival. Portions of this training may be in conjunction with primary mission design series (MDS) training.

3.2.4. Units will ensure pilots are scheduled to attend CRM training. Training will build on the basic CRM skills taught in joint primary pilot training (JPPT) and the formal training unit (FTU). This is a yearly requirement and should be tracked in ARMS. Failure to attend CRM training will result in grounding (waiverable by the OG commander). Dual-qualified pilots will accomplish CRM in their primary aircraft. Briefing and debriefings will include the core curriculum of CRM training according to AFI 11-290 and applicable MAJCOM supplements.

3.3. Flying Training. All pilots will accomplish the sortie and event requirements as shown in **Table 3.2.**, **Table 3.3.**, and **Table 3.4.** Individuals who maintain IP qualification in one aircraft and FP qualification in another will meet CT requirements for the aircraft in which they instruct. Dual-qualified aircrew members must complete at least 50 percent of their requirements in their primary aircraft. In addition, the following are required:

3.3.1. A qualification evaluation according to AFI 11-202, Volume 2, and AFI 11-2T-6, Volume 2.

3.3.2. Instructor or mission evaluation according to AFI 11-202, Volume 2, and AFI 11-2T-6, Volume 2, if performing instructor and/or mission duties.

3.3.3. Currencies according to this instruction.

Table 3.1. Ground Training.

I T E M	A	B	C	D
	Subject	Frequency	Reference Directive	Grounding
Category I—Functional Training				
1	Physiological Training (altitude chamber)	Every 5 years	AFI 11-403	Yes
2	Instrument Refresher Course (IRC)	Prior to instrument examination	AFI 11-202, Volume 2, and AFMAN 11-210	
3	Life Support Equipment Training, LS06	Annually	AFI 11-301 and MAJCOM directives	
4	Life Support Egress Training (Ejection), LS07			
5	Life Support Personal Descent Training (ejection), LS09			
6	Life Support Local Area Survival, LS01	One time		
7	Emergency Procedures Simulator	Semiannually	AFI 11-2T-6, Volume 1	
8	Boldface Examination	Monthly		
9	CRM Training	Annually	AFI 11-2T-6, Volume 1, and AFI 11-290	
Category II—General Training				
10	Self-Aid and Buddy Care Training	Initial; then every 2 years	AFI 36-2238	No
11	Life Support Water Survival Training, LS03	Every 3 years	AFI 11-301 and MAJCOM directives	
12	Supervisor Safety Training	One time	AFI 91-301	

Table 3.2. Minimum T-6 Sortie Requirements (Quarterly and Semiannually).

I T E M	A	B	C	D
	Mission	ARMS Identifiers	Number Required (Experienced/Inexperienced)	
			Quarterly	Semiannually
1	Emergency procedures and CRM simulator	EP06	0/1	1/2 (note 1)
2	Contact	PC06	1/2	
3	Formation	PF06	1/2	
4	Instrument	PI06	1/2	
5	Low level	PL06	0/1	1/2
6	Navigation	PN06		2/4
7	Night sortie	SI06		2/2 (notes 2, 3, and 4)

NOTES:

1. Emergency procedures simulator requirements do not begin until unit simulators are operational.
2. HQ AETC/IG, 19 AF FEs, and 12 FTW aircrew members will fly a minimum of one night sortie semiannually (only if the aircrew member is maintaining night qualification).
3. Night requirements may be logged on any night sortie.
4. If not maintaining night qualification, traditional reservists have no night requirements.

Table 3.3. Minimum T-6 Events Requirements (Quarterly).

I T E M	A	B	C
	Event	ARMS Identifiers	Number Required (Experienced/Inexperienced) Quarterly
1	Nonprecision approach (note 1)	A206	1/2
2	Precision approach (note 1)	A306	
3	GPS approach	A406	1/1
4	Circling approach (note 1)	A606	
5	Emergency landing pattern	EP06	
6	Formation or interval takeoff	FI06	1/2
7	Formation landing	FW06	
8	Night landing (notes 2 and 3)	LI06	2 (semiannually)
9	Out-of-control flight (OCF)	OF06	1/1
10	Power-on stalls	PO06	
11	No-flap pattern and landing	SF06	
12	Normal pattern and landing	SN06	
13	Spin	SP06	
14	Recoveries	SR06	
15	Traffic pattern stalls	ST06	

NOTES:

1. If instrument approach currency expires, the approach category reverts to next higher category until completion of an instrument approach. Instrument approaches may be flown from either cockpit when simulating instrument meteorological conditions (IMC) with a qualified pilot as a safety observer or during actual IMC.
2. Rear cockpit (RCP) landings update both front cockpit (FCP) and RCP landing currencies. FCP landing currency is good day or night.
3. For initial qualification in RCP night landings, the FCP IP must be current and qualified in RCP night landings. To regain RCP night landing currency, three night landings must be accomplished from the RCP and the FCP IP must be qualified in night landings (FCP and/or RCP) and have landing currency.

Table 3.4. Minimum T-6 Flying Training Requirements (Annual).

I T E M	A	B	C	D
	Event	IP (Experienced/Inexperienced)	Pilot	FS
1	Total sorties (note 1)	78/96	48	12
2	Student instructional sortie (note 2)	60		
3	Precision approaches	12	12	
4	Nonprecision approaches			
5	Total landings	24	24	

NOTES:

1. As a minimum, the WG commander and vice commander will fly at least one-half the total sorties required for their primary aircraft. Some of these sorties must be instructional.
2. Student instructional sortie requirements do not begin until unit student flying training begins.

3.4. Special Categories:

3.4.1. Flight Surgeon (FS). FS flying rates and requirements are according to AFI 11-202, Volume 1. FSs will accomplish life support and egress training annually according to MAJCOM directives followed by a closed-book examination that must be passed with a minimum score of 85 percent (corrected to 100 percent). This training will be accomplished in the 5-month period before the last day of the expiration month.

3.4.2. Higher-Headquarters API-8 Pilots. For training other than that conducted in support of a formal inspection, higher-headquarters personnel must coordinate with the supporting unit as follows:

- 3.4.2.1. Units will ensure appropriate ARMS data is maintained and provided according to AFI 11-401.
- 3.4.2.2. Units will review the currencies of higher headquarters-assigned pilots before authorizing them to fly.
- 3.4.2.3. Pilots will submit qualification and authorization documentation to the supporting SQ commander or DO prior to flying with that SQ.
- 3.4.2.4. Units will evaluate the demands of each mission scenario to ensure higher headquarters-assigned pilot ability and proficiency will not be exceeded.

3.4.3. FCF Pilots. FCF pilots will fly a minimum of six (6) FCF flights per calendar half. If an FCF is flown dual, it may be counted as an FCF flight for both pilots provided a proportionate number of test items are accomplished by each pilot. FCF pilots who fail to meet these requirements will be classified as FCF noncurrent and be decertified. To be recertified, the FCF pilot must review the FCF OIF, pass a ground evaluation, and fly an FCF certificated flight on a full FCF profile.

3.5. Currency. If a pilot loses a currency, he or she may not perform that sortie or event except for the purpose of regaining currency (and then, only under the supervision of a current and qualified instructor).

3.5.1. Basic Proficiency. Pilots will maintain currency and perform required evaluations according to AFI 11-202, Volumes 1 and 2 (and applicable supplements), and AFI 11-2T-6, Volume 2.

3.5.2. Instrument Approach Currency. Experienced IPs in T-6 aircraft will accomplish at least one instrument approach every 90 days. Inexperienced IPs will accomplish at least one instrument approach every 60 days. Guidance in AFI 11-202, Volume 1; AFI 11-202, Volume 3, *General Flight Rules*; and applicable supplements applies. Instrument approaches may be flown from either cockpit when simulating IMC with a qualified pilot as a safety observer, or during actual IMC. Currency may be regained by flying an approach with an approach-current IP.

3.5.3. Landing Currency. Pilots must accomplish a landing once every 45 days to maintain currency in the aircraft. A landing from either the FCP or RCP updates landing currency. Pilots who have not accomplished a landing in 46 to 90 days may regain currency by accomplishing at least three satisfactory landings with a landing-current IP.

3.5.4. RCP Landing Currency. Experienced pilots must accomplish an RCP landing once every 90 days. Inexperienced pilots must accomplish an RCP landing once every 60 days. Currency may be regained by flying at least three satisfactory RCP landings with a landing-current IP.

3.5.5. Night RCP Landing Currency. Pilots must accomplish a night RCP landing once every 90 days. To regain RCP night landing currency, three night landings must be accomplished from the RCP and the FCP IP must be qualified in night landings (FCP and/or RCP) and have landing currency.

3.5.6. Emergency Landing Pattern (ELP) Currency. Experienced pilots must accomplish an ELP at least once every 60 days. Inexperienced pilots must accomplish an ELP at least once every 45 days. Currency may be regained by flying an ELP with an ELP-current IP.

3.5.7. Formation Currency. Pilots must fly a formation sortie at least once every 120 days to maintain formation currency. Currency may be regained by flying with a formation-current IP.

3.5.8. Low-Level Currency. Pilots must fly a low-level sortie at least once every 120 days to maintain low-level currency. Currency may be regained by flying with a low level-current IP.

3.5.9. Spin Currency. Pilots must perform a spin recovery at least once every 60 days to maintain spin currency. Currency may be regained by performing a spin recovery with a spin-current IP. When spin currency is lost, pilots and IPs not current in spins will not fly area contact sorties or formation sorties when offset or extended trail is flown.

3.6. Recurrency. Recurrency is required whenever a pilot exceeds a currency requirement in this instruction. Overdue training requirements must be satisfied before the pilot is qualified to perform applicable tasks. Training identified as not affecting qualification status does require regression although it may result in grounding until training is completed (for example, life support training). Unless otherwise specified, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission, as determined by the SQ commander.

3.7. Landing or Sortie Recurrency. Loss of landing or sortie currency requires the following actions: (*NOTE:* Timing starts from last landing.)

3.7.1. For 46 Through 90 Days. Regain landing currency by accomplishing at least three satisfactory landings with a landing-current IP.

3.7.2. For 91 Through 135 Days. Perform the actions in paragraph **3.7.1.**, plus an instructor-supervised emergency procedure or instrument review session (normal and emergency procedures; and instrument procedures).

3.7.3. For 136 Through 225 Days. Perform the actions in paragraphs **3.7.1.** and **3.7.2.**, plus a recurrency flight, qualification written examinations, and an emergency procedures evaluation (EPE). AF Form 8 documentation is not required.

3.7.4. For 226 or More Days. Perform the actions in **3.7.1.**, **3.7.2.**, and **3.7.3.**, plus a locally administered qualification program (to include an instrument or qualification evaluation) approved by the OG commander.

3.8. Loss of IP Status:

3.8.1. IPs will be decertified if they:

3.8.1.1. Fail a flight evaluation. To regain IP status, the IP must successfully complete a flight evaluation according to AFI 11-202, Volume 2.

3.8.1.2. Fail a qualification or instrument written examination. To regain IP status, the IP must successfully reaccomplish the written examination.

3.8.2. If an IP becomes noncurrent in an event or sortie, IP status may be retained, but the IP will not instruct in that event or sortie until the required currency is regained. Supervision by an IP is required to regain currency.

3.9. Annual Training Requirements:

3.9.1. Pilots who fail to complete annual sortie and/or event requirements at the end of the training cycle may need PQI action in accordance with AFI 11-401. Before the pilot can fly in the new training cycle, the OG commander will determine if additional training is required. The 19 AF/DO is the reviewing and waiver authority for 19 AF FEs. Additional training may be required, depending on the type and magnitude of the deficiency. See paragraph **3.10.** for proration guidance.

3.9.2. SQ DOs will develop profiles for all required CT sorties. Profiles will detail the minimum events or currency items to be accomplished (for example, contact, aircraft handling characteristics, traffic pattern stalls, normal and emergency pattern and landings) on the CT sortie.

3.10. Proration of End-of-Cycle Requirements. At the end of the training cycle, the SQ commander may prorate training requirements for the following reasons: duty not involving flying (DNIF), emergency leave, nonflying temporary duty (TDY), nonflying exercises, and/or mandatory training required for civilian employment (AFRC). The following guidelines apply:

3.10.1. Prorate only to adjust for genuine circumstances of training nonavailability, not to mask training or planning deficiencies.

3.10.2. Proration is based on consecutive days of nonflying in the training cycle and can be applied separately for each period of nonflying. Use the proration allowance in **Table 3.5.** to determine the number of months to be prorated based on each period of consecutive calendar days of nonflying.

3.10.3. If IQT is reaccomplished, a pilot's training cycle will start over at a prorated share following IQT completion.

3.10.4. Prorated numbers resulting in fractions of less than 1/2 will be rounded to the next lower whole number, but no requirement may be prorated below 1.

3.10.5. For proration purposes, newly assigned or converted pilots and pilots achieving qualification after the 15th of the month are considered to be in CT on the first day of the following month. Events and sorties for the remainder of the training cycle may be prorated.

Table 3.5. Proration Allowance.

I T E M	A	B
	Consecutive Days of Nonflying	Months of Proration
1	0 - 15	0
2	16 - 45	1
3	46 - 75	2
4	76 - 105	3
5	106 - 135	4
6	136 - 165	5
7	166 - 180	6

Chapter 4

T-6 CONTINUATION TRAINING (CT)

4.1. Egress Training. Emergency ground egress training will be administered to all aircrew members according to AFIs 11-403 and 11-301.

4.2. Currency and Qualification Criteria. Paragraphs **4.2.1.** through **4.2.4.** provide the criteria for requalifying IPs. JPPT, Euro-NATO Joint Jet Pilot Training (ENJJPT), and PIT instructors who have not performed in-flight instructor or FE duties for:

4.2.1. A period up to 225 days will refer to paragraph **3.7.** and **Table 3.2.** and **Table 3.3.**

4.2.2. A period of 226 days to 2 years may complete a locally generated upgrade at the discretion of the OG/CC. An individual upgrade recurrency program will be developed, taking into account the pilot's previous experience and currency. Send a copy of the proposed training to 19 AF/DOU for approval. Highly experienced IPs will conduct the flying training. An instrument/qualification flight evaluation and an instructor flight evaluation will be completed for requalification.

4.2.3. A period of 2 years to 5 years will complete the appropriate requalification syllabus.

4.2.4. More than 5 years must complete the appropriate PIT syllabus.

4.3. Annual Emergency Procedures (EP) and CRM Training:

4.3.1. All pilots will maintain EP and CRM mission currency. The mission will be accomplished in the simulator. If no certified simulator instructor (CSI) is available, a T-6 IP may administer the simulator. IPs may take credit for an EP and CRM simulator when administering the simulator. If semianual requirements are not met, pilots will not fly until their currency is reestablished by completing the remaining requirements. IPs assigned or attached to the 558 Flying Training Squadron (FTS) may accomplish this requirement during missions flown with a T-6 FP. **NOTE:** This requirement does not apply until unit simulators are operational.

4.3.2. The simulator EP and CRM instructor guide will be used when administering the simulator. All critical and selected noncritical action emergencies will be emphasized. At least one CRM practice scenario will be briefed, accomplished, and debriefed, using CRM core concepts from AFI 11-290 for each EP and CRM simulator sortie.

4.3.3. Pilots must attend an academic CRM refresher each calendar year. This training will be tracked in ARMS.

4.4. CT Sortie and Event Requirements. Sortie and event requirements covered by CT training are comprehensive and ensure IP currency and proficiency to meet mission demands. Individuals who maintain IP qualifications in one aircraft and FP qualifications in another are expected to meet CT requirements for the aircraft in which they instruct, and they must complete at least 50 percent of their requirements in their primary aircraft.

4.4.1. Failure To Maintain Quarterly Sortie or Event Requirements. If an IP fails to maintain quarterly sortie or event requirements, the SQ commander will review the IP's status to determine if additional training is required. The 19 AF/DO is the reviewing authority for 19 AF FEs.

4.4.2. Minimum Flying Requirements. The requirements specified in [Table 3.2.](#), [Table 3.3.](#), and [Table 3.4.](#) are the minimum considered necessary to maintain basic proficiency.

4.4.3. Circling Approaches. Circling approaches may be logged by using a low closed pattern at the home or auxiliary field if local procedures are established or at the termination of an instrument approach.

4.4.4. Solo Sorties. CT sorties should be flown dual to the maximum extent possible, but IPs may apply up to eight solo sorties toward annual proficiency sortie requirements in any category except instrument sorties flown exclusively in visual meteorological conditions (VMC). Approaches flown solo in the weather count toward annual requirements. IPs will not fly solo low level navigation sorties, but they may perform touch-and-go landings and are authorized to perform maneuvers described in AFI 11-2T-6, Volume 3. FPs will not fly solo low level navigation sorties and may not perform touch-and-go landings without an IP on board.

4.4.5. Logging Proficiency Sorties. Only one IP in the aircraft may log a proficiency sortie, but the other pilot may log events accomplished for currency if he or she shares the flying time. **EXCEPTION:** An experienced IP flying with another experienced IP may dual log instrument and navigation sorties.

4.5. Requirements To Log Events:

4.5.1. Event requirements may be accomplished with student instructional training when the IP demonstrates the maneuver or event.

4.5.1.1. Instrument approaches may be updated on student sorties only when flown at night or in IMC.

4.5.1.2. Both instructors may log night sorties.

4.5.2. For the following events with more than one maneuver, log an event after performing the minimum shown:

4.5.2.1. For power-on stalls, two stalls (a combination of straight or turning and high or low).

4.5.2.2. For traffic pattern stalls, a full set (including the break stall).

4.5.2.3. For recoveries from abnormal flight, two of the following three recoveries: nose low, nose high, and inverted.

4.5.3. Formation takeoff, interval takeoff, and formation landings may be logged from the lead or wing position.

4.5.4. ELPs may be logged when flown from either high or low key.

4.6. Overview of the Advanced Handling Characteristics (AHC) Program. The AHC training program provides IPs an in-depth look at the AHCs of the T-6A when operated at the very edges of the envelope. Paragraph [4.7.](#) details procedures for AHC pilot certification; and paragraph [4.8.](#) deals with flying an AHC demonstration sortie. Each new IP will receive an AHC sortie 4 to 8 months following the date of the instructor appointment letter. Both stall and spin profiles will be flown. The profiles may be flown on one or two sorties. Record this training in the IP's training records.

4.7. AHC Pilot Certification. AHC IPs will normally be FEs. In special circumstances, OG commanders may designate highly experienced T-6 IPs as AHC IPs. (**EXCEPTION:** The 12 FTW and 80 FTW may use any experienced T-6 PIT IP.) AHC instructor pilots will complete a minimum of one stall sortie and one spin sortie prior to being certified as an AHC IP. Training will be documented on an AF Form 4294, **Spin/Stall Pilot Qualification and Evaluation Certification**, and placed in the IP's training record. AHC certification will be tracked on the Letter of Xs following the OG commander's certification of new AHC IP. The 19 AF/DOU will be notified by memorandum after certification of the new AHC IP.

4.7.1. Ground Training. Prior to their first AHC certification sortie, upgrading pilots will review AHC information contained in the following material: T-6A flight manual (TO 1T-6A-1); AFI 11-2T-6, Volume 3; and other information as determined locally.

4.7.2. Flight Training. On the first certification sortie, the AHC IP will brief and demonstrate the stall and spin profiles as if on a single-sortie AHC training ride. The upgrading pilot will then fly all maneuvers, except the best rate-of-climb takeoff. On the second upgrade sortie, the upgrading pilot will brief and fly both the stall and spin profiles as if on a single-sortie AHC training ride.

4.7.3. Currency. Certified AHC IPs must accomplish a spin profile and a stall profile once every 90 days. Spin and stall profiles may be combined on one sortie. Fly the spin and stall profiles as described in paragraph 4.8. To regain currency, the AHC IP must accomplish a stall and/or spin profile (as applicable) with an AHC-current IP.

4.8. AHC Demonstration Sortie:

4.8.1. Overview. AHC demonstration sorties will be flown by a certified AHC pilot with qualified IPs only. Each new IP will receive at least one AHC demonstration sortie 4 to 8 months following the date of the IP letter. Additional AHC sorties may be flown as desired by the individual IP or as locally required. (All AHC training will be recorded in the IP's training record.) These sorties are designed to allow the IP to observe and practice AHC maneuvers to ensure an understanding of the aircraft's reaction during each maneuver performed.

4.8.2. Preflight Review. Prior to the sortie, the pilot should review Section VI of the T-6A flight manual (TO 1T-6A-1) and AFI 11-2T-6, Volume 3, to include:

4.8.2.1. Spin entry procedures and restrictions.

4.8.2.2. OCF and spin recovery procedures.

4.8.2.3. T-6A spin characteristics to include aircraft reaction to changes in the position of the rudder, aileron, and elevator.

4.8.2.4. Results of improper application of flight controls during a spin to include entry and recovery.

4.8.2.5. Weather conditions and restrictions.

4.8.3. Briefing. The preflight briefing should include objectives of the flight, details and sequence of each maneuver to be accomplished, and an explanation of the expected reaction in each of the maneuvers.

4.8.4. AHC Sortie Profile:

4.8.4.1. Best Rate-of-Climb Takeoff. Perform this sortie according to Section II of the T-6A flight manual (TO 1T-6A-1). Rotate to 15-degrees nose high after liftoff and accelerate to the best rate-of-climb speed of 140 knots indicated airspace (KIAS), using normal procedures until reaching 5,000 feet mean sea level (MSL) or as directed locally. This demonstrates the T-6A best rate of climb.

4.8.4.2. Slow Flight (SCATSAFE Demonstration). The purpose of the SCATSAFE profile is to demonstrate the aerodynamic effects on the aircraft while operating in the “very slow” flight regime. Start by accomplishing prestall, spin, and aerobatic checks. Then, at a safe altitude, slow the aircraft below 150 KIAS and configure with landing gear down and LDG flaps. Continue reducing airspeed to approximately 80 KIAS (about 15 units angle of attack [AOA]), while setting approximately 45 percent torque. Note that the stick shaker may be on throughout the demonstration. Demonstrate the following SCATSAFE characteristics:

4.8.4.2.1. S – Straight and Level. This slow flight maneuver demonstrates operating the aircraft on the “back side of the power curve.” Pilots must understand that increased AOA will result in increased drag and a stall if not carefully flown. Note the pitch attitude, torque, and rudder deflection required to maintain straight-and-level flight. This is the picture a pilot should see at rotation during takeoff or just prior to touchdown during landing.

4.8.4.2.2. C - Control Effectiveness. This maneuver demonstrates how rapid control inputs, especially in the flare, often do not give the aircraft sufficient time to respond to the inputs. While moving the ailerons with small, rapid movements, point out that even though the ailerons are moving, the controls have little effect on changing the heading or bank of the aircraft during slow flight. Emphasize that in slow flight, less airflow over the control surfaces requires smooth, positive inputs to effectively control the aircraft.

4.8.4.2.3. A - Adverse Yaw. Lack of coordinated rudder during a turn can cause pilots to weave or “S” on final. To demonstrate this, select two points, one directly in front of the nose of the aircraft and one approximately 20 degrees to the right of your present heading. Initiate a rapid right turn, using 20 degrees of bank without applying rudder and notice the initial tendency for the nose to yaw left of your selected point. After approximately 20 degrees of turn, roll out rapidly without using rudder. Note that the nose continues past the selected rollout point and then comes back. Initiate a right turn, using coordinated rudder. Note that the nose immediately tracks in a coordinated manner. After 20 degrees of turn, roll out again, using properly coordinated rudder. Point out that the nose stops on the selected rollout point. (Technique: It takes about two inches of right rudder to maintain a straight-and-level coordinated flight. Turning to the right takes approximately twice the rudder deflection to maintain coordination. Turning to the left requires approximately one-half inch of right rudder to maintain coordination.)

4.8.4.2.4. T – Torque and Turns. The T-6A has an initial tendency to pitch up, yaw, and roll left if the pilot does not maintain positive control during full power takeoffs and landings. To demonstrate this, quickly increase power to MAX from straight-and-level coordinated slow flight and let go of the controls. Note that the nose tracks up, yaws, and rolls left approaching a stall. Recover from the heavy buffet, but prior to the stall. Re-establish slow flight and increase power to MAX again. This time, hold the proper takeoff pitch and apply a coordinated rudder to maintain a proper nose track. Emphasize that positive control of the aircraft will allow safe takeoffs, touch-and-go landings, and waveoffs.

4.8.4.2.5. S - Steep Turns. High angles of bank at slow airspeeds increase stall speed and cause rapid turn rates. To demonstrate this, slowly increase bank toward 60 degrees while adding power and back pressure to maintain level flight. Look at a point on the ground and watch the wingtip appear to pivot around the selected point. Note how quickly the AOA builds up and progresses into a stall. Roll out of the bank to recover from the impending stall.

4.8.4.2.6. A - Abrupt Control Movement. Fixation on the aim point during landing can cause an abrupt flare. Late recognition of the rapidly approaching runway usually leads the pilot to abruptly raise the nose of the aircraft, causing an approach-to-stall condition, a hard landing, or both. The stick shaker activates, but there is no arrest in sink rate. To demonstrate this, abruptly apply back stick pressure to 20 degrees nose high to simulate snatching the stick in the flare. Note the AOA buildup and how quickly the aircraft progresses toward a full stall. Release the back pressure to recover. Emphasize viewing the total landing environment and the smooth, positive application of controls.

4.8.4.2.7. F - Flap Retraction. Retracting the flaps prior to the recommended airspeeds will cause the aircraft to lose lift and develop a sink rate. Demonstrate this while in a straight-and-level coordinated slow flight. Raise the flaps from LDG to UP without pausing at the TO position. While retracting the flaps, increase the pitch attitude to keep the aircraft from losing altitude. Note that initially airspeed increases (reduced drag as flaps begin to retract). Then, as flaps continue retracting, observe AOA buildup and how quickly the stall progresses. Recover from stall by reselecting LDG flaps.

4.8.4.2.8. E - Coordination Exercise. Conduct a series of left and right turns, using 15 to 20 degrees of bank. Practice using coordinated rudder, keeping the ball centered.

4.8.4.3. Stability Demonstration:

4.8.4.3.1. Purpose. The purpose of the stability demonstration is to show that the aircraft will not spin if it is not stalled (even though there is yaw induced by torque). It also shows the effect of different torque settings on the aircraft in this flight regime.

4.8.4.3.2. Sixty (60) Percent Torque. Accelerate to 140 KIAS and set 60 percent torque. Increase the pitch smoothly to 60 degrees nose high while using coordinated rudder. Allow the airspeed to decay, using back stick pressure to maintain 60 degrees pitch and ailerons to maintain wings level. Apply enough rudder for coordinated flight. Passing 80 KIAS (or at first stick shaker), position the stick and rudder to neutral. Note that the nose falls and the aircraft smoothly rolls to the left. The aircraft will not stall as long as neutral stick is maintained. When the nose is well below the horizon, recover to level flight.

4.8.4.3.3. Idle. Accelerate to 140 KIAS and set 60 percent torque. Increase the pitch smoothly to 60 degrees nose high. Allow the airspeed to decay, using back stick pressure to maintain 60 degrees pitch and ailerons to maintain wings level. Apply enough rudder for coordinated flight. Passing 80 KIAS (or at first stick shaker), select idle power and position the stick and rudder to neutral. Note that there is very little nose track to the left as the nose smoothly falls through the horizon. This demonstrates how critical it is to select idle power and minimize power effects in nose-high, low-air-speed situations. When the nose is well below the horizon, recover from the dive using power as required.

4.8.4.4. Stall Series:

4.8.4.4.1. Purpose. The stall portion of the AHC sortie demonstrates T-6A AHCs at very slow airspeeds and while stalled with different configurations and power settings. Perform AHC stalls above 6,000 feet above ground level (AGL) and complete the prestall checklist and clear the working area prior to starting.

4.8.4.4.2. Full Aft Stick Stall. Accelerate to 140 KIAS and raise the nose to approximately 20 to 30 degrees nose high. Then set 20 to 30 percent torque. Use back stick pressure, ailerons, and coordinated rudder to maintain level flight until reaching full aft stick. Note that the stick shaker is activated, AOA is at maximum (beyond 18 units), airspeed is 80 to 110 KIAS, and vertical speed indicator (VSI) indicates a 1,500 to 4,000 feet per minute (fpm) descent. Note how much effort it takes, using rudder and ailerons, to maintain wings level and that the pitch attitude remains at or near the horizon with no nose drop. Be aware that aggressive control inputs while in a deep stall may result in a pilot induced oscillation (PIO) and poststall gyrations. Recover the aircraft by relaxing back stick pressure and selecting MAX power. Use right rudder pressure as required to center the ball though the acceleration and recovery. Recovery is immediate with very little decrease in pitch. Check for AOA below 18 units, altimeter stopped decreasing and VSI reversal to confirm recovery.

4.8.4.4.3. Power-On Stalls. Enter the stall setup near 140 KIAS and raise the nose 20 to 30 degrees. Increase back stick pressure as required to maintain this attitude until past the stick shaker and into the stall (usually a slight wing drop). Recover immediately, using full power. Relax the elevator and use the rudder and ailerons as necessary. Power-on stalls require only relaxing back pressure to allow the nose to decrease to approximately 2 degrees nose high. Looking straight ahead and feeling the aircraft is the most effective technique to determine pitch attitude and rudder requirements. Perform power-on stalls with the configuration, torque, and bank angle shown in [Table 4.1](#).

Table 4.1. Power-On Stalls.

I T E M	A	B	C
	Configuration	Torque	Bank Angle
1	Clean	idle	0 degrees
2		60 percent	
3	Gear/LDG flaps	idle	
4		60 percent	
5			30 degrees left
6			30 degrees right

4.8.4.5. Spin Series. Because an unplanned spin can be quite abrupt and unnerving for most pilots, IPs must be familiar with aircraft spin characteristics in order to properly teach them to students. The spin portion of the AHC sortie demonstrates these characteristics. Pilots will enter all AHC spins with power at idle and pitch approximately 15 to 20 degrees nose high. Most AHC spins will recover 65 to 70 degrees nose low, depending on how aggressively recovery elevator is applied. Altitude loss during the normal spin and recovery phase will vary from 5,200 to 5,500

feet, depending on the Gs used during the pullout. With this in mind, enter each spin demo as high as practical in the area, but, in all cases, high enough to ensure spinning is stopped prior to 10,000 feet AGL. A good rule of thumb is to allow 1,000 feet for each turn planned. The following spins will be accomplished during this portion of the sortie:

WARNING

Do not allow AHC spins to exceed six 360-degree turns (not counting the entry) before initiating the recovery.

4.8.4.5.1. Pro-Spin and Anti-Spin Aileron Effects. Enter a left spin and apply full anti-spin (right) aileron for the first two turns. Then apply full pro-spin (left) aileron for the next two turns. The most noticeable effect of applying aileron during the spin is the oscillatory motion in each axis. Anti-spin aileron (ailerons fully deflected away from the direction of the spin) produces the least oscillations. When in a steady state, you will notice a near-zero roll rate, constant yaw rate, and minimal pitch deviations from 40 degrees nose low. The most oscillatory spins are achieved by applying pro-spin aileron (ailerons fully deflected into the direction of the spin). The most noticeable effect is a nearly rhythmic oscillation about the yaw and roll axes which becomes progressively more pronounced as the spin is held. This motion is perceived as an accelerating and decelerating spin rate (or gyration). Pitch oscillations are noticeable, but are overshadowed by motion about the other axes.

4.8.4.5.2. Progressive Spin. This maneuver simulates the error of initiating a spin recovery by reversing and holding rudder during a steady-state spin, but failing to move the stick forward (that is, maintaining full back stick). The effect of reversing the rudder to the full opposite position in a developed spin while maintaining full aft elevator control is to reverse the spin direction. Following rudder reversal, the spin motion will continue for approximately 1 1/2 additional turns in the original direction. After rotation slows and stops, the nose may pitch up as the aircraft attempts to enter a spin in the opposite direction. Recover when rotation stops (before the aircraft begins spinning in the opposite direction), using the rudder opposite the turn needle and control stick forward of neutral.

4.8.4.5.3. Aggravated Spin. This maneuver simulates the potential student error of misapplying recovery controls by positioning the stick too far forward while maintaining pro-spin rudder. The maneuver should consist of four turns with normal spin controls followed by no more than two turns holding aggravated spin controls. While moving the control stick forward and maintaining pro-spin rudder, note an immediate increase in roll rate (into the spin) and the nose pitching further down. Pitch oscillations will dampen and yaw rate will increase as the roll rate increases. Roll rates are slightly higher in left spins when compared with aggravated spins to the right. These spins can be disorienting if recovery is not promptly initiated. When opposite rudder is applied, recovery is prompt. Altitude loss during a typical aggravated spin and spin recovery is 5,000 to 6,000 feet. To recover, use opposite rudder and control stick forward of neutral. Recovery will be to a nose down pitch attitude near 90 degrees with rapidly increasing airspeed. Recover from the ensuing dive.

4.8.4.5.4. Neutral Controls (OCF) Recovery. This maneuver demonstrates the standard recovery technique used when the aircraft departs controlled flight. Normally, an OCF recovery is initiated immediately when an out-of-control condition is recognized, typically within a

turn or two. For purposes of this demonstration, however, delay the recovery for at least three turns in order to prove the procedure remains effective, albeit somewhat slower.

4.8.4.5.5. Controls-Free Recovery. This maneuver demonstrates the inherently stable characteristics of the aircraft. Once the aircraft has entered a normal erect spin, release all controls (including the rudder). The nose-down pitch angle and spin rate will increase, and the control stick will move slowly forward and in the direction of the spin. The stick will be forward of the pilot's knee and leaning in the direction of the spin with an accelerated turn rate when it "pops out" of the spin in a nose-low attitude. Take the controls immediately and recover from the ensuing dive.

4.8.4.5.6. Spiral. To enter the spiral, set a 15-degree, nose-up pitch attitude and retard the power control lever (PCL) to idle. As the aircraft begins to stall, smoothly add right rudder to one-half deflection. Smoothly add back stick pressure until reaching at or near full deflection. As the aircraft rolls and yaws right, note the AOA and airspeed indications. Unlike the spin, as the spiral progresses, the airspeed continues to increase rapidly past 120 KIAS. AOA will not consistently indicate a full stall. When the airspeed reaches 150 KIAS, recover the aircraft with an OCF recovery.

4.9. Training Documentation:

- 4.9.1. Maintain a training folder for each aircrew member.
- 4.9.2. Record each flight and ground training event in the training folder.
- 4.9.3. Retain the training folder according to AFMAN 37-139 (will become AFMAN 33-322, Volume 4).

4.10. Sample T-6 Letter of Xs. See [Table 4.2](#).

Chapter 5

MISSION QUALIFICATION TRAINING (MQT)

5.1. Overview:

5.1.1. MQT is the beginning of the local IP upgrade process. It is during MQT that skills learned at PIT are reinforced in the local flying environment. New IPs will fly a local familiarization sortie prior to the specific category rides required for MQT. This sortie will allow new IPs to absorb as many of the local idiosyncrasies as possible before concentrating on required category rides. The OG commander may waive these sorties if the individual has previously been assigned as an IP at his or her base and is already familiar with the local area. IPs in MQT will fly with assistant flight commanders and above, check pilots, or IPs designated by the squadron commander.

5.1.2. Before performing instructor duties in any category of training, IPs will complete sorties in transition, out-and-back navigation, and low-level navigation. When applicable, these sorties may be combined if all training objectives are met. These sorties will include normal operations and emergency situations in the local area such as diversions, single runway operations, and emergency airfields.

5.2. Documentation. Record MQT in the training folder.

5.3. Sorties. Log MQT sorties as mission support sorties. MQT sorties will meet quarterly sortie and event requirements during the quarter in which they are flown.

5.4. Waivers. For IPs completing PIT and remaining at the base where they receive PIT training, MQT is waived if the SQ commander certifies the IPs as MR. Additional sorties and requirements to become MR are at the discretion of the SQ commander.

5.5. Responsibilities:

5.5.1. The SQ commander will:

5.5.1.1. Brief new IPs on instructor responsibilities before they accomplish any student training. **NOTE:** The operations officer may conduct this briefing if the SQ commander is not available.

5.5.1.2. Review completed MQT folders and certify squadron IPs as MR.

5.5.1.3. Fly a sortie with the new IP in the MQT program. Discuss policies, techniques, and grading practices in conjunction with this sortie, document any deviations, and identify emphasis areas in the IP's training folder. **NOTE:** The operations officer may fly this sortie if the SQ commander is not available.

5.5.2. The SQ DO or ADO will:

5.5.2.1. Review completed MQT folders prior to the SQ commander's review.

5.5.2.2. Fly a sortie with the new IP in the MQT program if the SQ commander is not available. Discuss policies, techniques, and grading practices in conjunction with this sortie.

5.5.3. The flight commander will:

5.5.3.1. Supervise overall scheduling, training, and progress of the flight MQT program. On a case-by-case basis, add additional training sorties tailored to correct the new IPs deficiencies or emphasis areas, if required.

5.5.3.2. Before the new IP conducts student training, brief him or her on the flight policies, techniques, grading practices, and any other applicable items.

5.5.3.3. Fly a sortie with the new IP during MQT.

5.5.3.4. Certify that the new IP has completed all the requirements to be declared MR.

5.5.4. The SQ or flight training officer will:

5.5.4.1. Maintain MQT training folders in the flight. (Secure, electronically generated training folders may be used.)

5.5.4.2. Inspect MQT folders on IPs who have completed the MQT program and forward the folders to the SQ commander (through the flight commander and SQ DO) for certification of MR status. (Completed MQT records will be kept in each IP's training folder.)

5.5.4.3. Establish a system for monitoring and planning MQT training with the flights. After approval by the flight commander, ensure the flight scheduler requests the sorties required to meet the flight's MQT requirements.

5.5.5. The new instructor will obtain the necessary briefings prior to starting MQT.

5.6. Buddy Instructor Pilot (BIP) Program. The AETC BIP program formalizes and standardizes the training a new IP accomplishes from PIT graduation to being designated "experienced." This program applies to JPPT and ENJJPT undergraduate flying training squadrons.

5.6.1. Program Administration:

5.6.1.1. Following MQT, each new IP will be assigned to a highly qualified BIP who will monitor the new IP's performance and provide guidance in all areas of job requirements until the new IP has instructed through each category of training.

5.6.1.2. Due to different experiences of new IPs, two different BIP courses are available—long and short. The BIP long program (paragraph **5.6.3.**) expands on the short program and is mandatory for FAIPs and recommended for individuals who have not instructed or have limited MWS experience. The BIP short program (paragraph **5.6.4.**) is for new IPs with previous instructor experience or extensive major weapon system (MWS) experience.

5.6.1.3. SQ commanders will designate which program a new IP will enter based on the IP's PIT performance, MQT, and previous experience. The training prescribed is the minimum required. SQ commanders should tailor each individual's BIP program and provide additional training as required. **NOTE:** WG commanders and vice commanders and OG commanders and deputy commanders are exempt from this program.

5.6.2. Responsibilities:

5.6.2.1. The SQ commander will:

5.6.2.1.1. Set SQ BIP policies and guidance.

5.6.2.1.2. Brief new IPs on BIP policies and responsibilities prior to the new IP flying with students. (The SQ DO may conduct this briefing in the absence of the SQ commander.)

5.6.2.1.3. Review completed BIP documentation and certify that new IPs have completed the BIP program.

5.6.2.2. The SQ DO or ADO will:

5.6.2.2.1. Monitor all aspects of the BIP program.

5.6.2.2.2. Chair a monthly CT meeting for IPs in the BIP program. (The regularly scheduled SQ quarterly CT meeting fulfills the requirement for that month's meeting.)

5.6.2.2.3. Review completed BIP documentation prior to the SQ commander's review.

5.6.2.3. The flight commander will:

5.6.2.3.1. Supervise overall scheduling, training, and progress of the flight BIP program.

5.6.2.3.2. Recommend an individually tailored BIP training program to the SQ commander based on the new IP's past performance and experience.

5.6.2.3.3. Brief each new IP on flight policies, techniques, grading practices, and other applicable topics prior to the new IP conducting student training. (The assistant flight commander may conduct this briefing in the absence of the flight commander.)

5.6.2.3.4. Fly at least one sortie with each new IP in the BIP program. (The assistant flight commander may fly this sortie in the absence of the flight commander.)

5.6.2.3.5. Verify that new IPs have met all BIP requirements before sending documentation up the chain of command for review.

5.6.2.4. The flight training officer will:

5.6.2.4.1. Maintain all BIP documentation in a BIP training folder and forward it to the SQ training officer for review at least once a month.

5.6.2.4.2. Inspect BIP documentation on new IPs who have completed the BIP program and forward the paperwork through the flight commander to the SQ DO.

5.6.2.4.3. Ensure the flight scheduler programs sorties required to meet BIP requirements.

5.6.3. BIP Long Program. This program should last approximately 3 to 6 months (minimum of 3 months). New instructors will accomplish training requirements listed in paragraphs **5.6.3.1.** through **5.6.3.4.** Briefings accomplished during MQT may be used to fulfill these requirements.

5.6.3.1. Ground Training. Ground training consists of the following:

5.6.3.1.1. Squadron policies briefing (before flying with students).

5.6.3.1.2. BIP briefing (before flying with students).

5.6.3.1.3. Instructor responsibilities briefing (before flying with students).

5.6.3.1.4. Commander's Review (CR) or Commander's Awareness Program (CAP) briefing.

5.6.3.1.5. Grading practices briefing.

5.6.3.1.6. Merit Assignment Selection System (MASS) briefing.

- 5.6.3.1.7. CT requirements briefing.
- 5.6.3.1.8. Scheduling briefing.
- 5.6.3.1.9. Time Related Instruction Management (TRIM), Training Integration Management System (TIMS), and Training Management System (TMS) briefing.
- 5.6.3.1.10. Gradebook briefing.
- 5.6.3.1.11. Flying safety briefing.
- 5.6.3.1.12. Stan/eval briefing.
- 5.6.3.1.13. Check section briefing.
- 5.6.3.1.14. Monitor a check section ground evaluation.
- 5.6.3.1.15. Runway supervisory unit (RSU) briefing.
- 5.6.3.1.16. Monitor an RSU tour of duty.
- 5.6.3.1.17. EP and CRM simulator with CSI.
- 5.6.3.1.18. Graduation evaluation program briefing.
- 5.6.3.1.19. Open book syllabus test (locally generated).
- 5.6.3.1.20. Open book course training standards (CTS) test (locally generated).

5.6.3.2. Flying Training. The flying training portion of the BIP program consists of two different kinds of sorties—BIP sorties and sponsor sorties—as follows:

5.6.3.2.1. BIP Sorties. BIP sorties are those flown by the BIP with the new IP. All BIP sorties will be flown with the assigned BIP, a flight unit stan/eval monitor (USEM), or any supervisor (assistant flight commander or above) in the new IP's chain of command. The objective of these flights is to further develop the new IP's flying proficiency and instructional techniques. On each BIP sortie, the BIP will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies, common student errors, and pitfalls to avoid. These sorties will be documented in the new IP's BIP record. At least one BIP sortie will be flown in each of the following categories of training:

- 5.6.3.2.1.1. Contact.
- 5.6.3.2.1.2. Formation.
- 5.6.3.2.1.3. Instrument and navigation out and back. Stress instrument flight rules (IFR) and visual flight rules (VFR) procedures.
- 5.6.3.2.1.4. Low level (may be flown as one leg of the out and back).

5.6.3.2.2. Sponsor Sorties. The BIP, a flight USEM, or any supervisor (assistant flight commander or above) in the new IP's chain of command will fly sponsor sorties with the new IP's students to ensure they are being taught proper techniques. New IPs will fly a series of sorties (for example, three contact, two instruments, three formation) with the same student, after which the BIP will fly with that student. The BIP will provide feedback to the new IP (within 2 workdays) on instructional techniques and grading practices. Sponsor sorties and debriefings will be documented in the new IP's BIP training record.

5.6.3.3. Initial Student Sorties. Before the new IP flies any pre-solo student sorties, he or she will complete a minimum of three sorties with a post-solo student (in any phase of training). These sorties will be documented in the IP's BIP record.

5.6.3.4. Student Solo. Before the new IP solos his or her first student, someone in the BIP chain of command will fly one of the last four sorties before the student's initial solo. (This sortie will not be the last sortie prior to initial solo.) This sortie will be documented in the IP's BIP record.

5.6.4. BIP Short Program. The BIP short program will last approximately 1 to 3 months and is designed for the new IP who has come from an MWS with previous instructor experience. After MQT and before accomplishing any student sorties, the new IP will obtain a briefing from the SQ commander on instructor responsibilities. During the briefing, the SQ commander will sign the new IP's letter of appointment and BIP track letter. (In the SQ commander's absence, the SQ DO will accomplish this brief.)

5.6.4.1. Ground Training. New instructors will accomplish the ground training requirements listed in the BIP long program (paragraph 5.6.3.1.).

5.6.4.2. Flying Training. The flying training portion of the BIP program also consists of two different kinds of sorties—BIP sorties and sponsor sorties—as follows:

5.6.4.2.1. BIP Sorties. BIP sorties are those flown by the BIP with the new IP. All BIP sorties will be flown with the assigned BIP, a flight USEM, or any supervisor (assistant flight commander or above) in the new IP's chain of command. The objective of these flights is to further develop the new IP's flying proficiency and instructional techniques. At least one BIP sortie will be flown. It can be in any category of training (for example, contact, instruments, formation, and navigation). On the BIP sortie, the BIP will discuss instructional techniques, planning profiles, student progress, grading practices, pitfalls to avoid, local flying policies, and common student errors. Sorties and debriefings will be documented in the new IP's BIP record.

5.6.4.2.2. Sponsor Sorties. The BIP, a flight USEM, or any supervisor (assistant flight commander or above) in the new IP's chain of command will fly sponsor sorties with the new IP's students to ensure students are being taught proper techniques. At least one sponsor sortie will be flown in any category of training after the student has had sufficient exposure to be influenced by the new IP's techniques. Sorties and debriefings will be documented in the new IP's BIP record.

5.6.4.3. Initial Student Sorties. Before the new IP flies any pre-solo student sorties, he or she will complete a minimum of three sorties with a post-solo student in any phase of training. Sorties and debriefings will be documented in the new IP's BIP record.

5.6.4.4. Student Solo. Prior to the new IP soloing his or her first student, someone in the BIP chain of command will fly one of the last four sorties before the student's initial solo. (This sortie will not be the last sortie prior to initial solo.) This sortie will be documented in the IP's BIP record.

5.6.5. BIP Program Completion. After completion of all of the ground and flying training events, the SQ commander will certify program completion. BIP training records will be placed in the IP's training folder.

5.7. Night Flying:

5.7.1. Night Qualification. Night qualification consists of a minimum of one local night IP sortie in the RCP and spatial disorientation training accomplished in the Vertigon or Barany chair. This training will be accomplished before the first night student sortie. Spatial disorientation training accomplished in conjunction with the pilot's most recent physiological training will satisfy this requirement. The night IP sortie will be a composite IFR and VRF sortie, emphasizing spatial disorientation, night instruments, night VFR considerations, local area and traffic pattern procedures, and visual references. At least three satisfactory night landings must be accomplished on these sorties.

5.7.2. Night Sortie Qualifications. IPs not IP night qualified will not fly night instructional sorties with JPPT students.

5.7.3. Night RCP Qualification . An IP current and qualified in night RCP landings must occupy the FCP for an individual's initial night qualification. The IP being qualified will accomplish a minimum of three night RCP landings.

5.7.4. Night Sortie Credit. To obtain night sortie credit, a portion of the sortie will be flown during the period of darkness. Darkness is defined as that period from 30 minutes after official sunset to 30 minutes before official sunrise.

5.7.5. Night Landings. Night landings required to gain initial night qualification will be accomplished between 30 minutes after official sunset and 30 minutes before official sunrise. Log all landings accomplished between official sunset and official sunrise as night landings on AFTO Form 781.

5.7.6. Documentation. Night qualification training will be recorded in the training folder.

5.8. Forms Prescribed. AF Form 4297.

5.9. Forms Adopted. AF Form 8, 847, 4061, 4290, and 4294: AFTO Form 781.

CHARLES F. WALD, Lt General, USAF
DCS/Air & Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*,
November 22, 1943

Title 37, United States Code (U.S.C.), Section 301a, *Incentive Pay*

Public Law 92-204, Section 715, *Appropriations Act for 1972, December 18, 1971*

Public Law 93-294, *Aviation Career Incentives Act of 1974, May 31, 1974*

Public Law 93-570, *Continuing Appropriations, 1975, February 25, 1975*

DoDD 7730.57, *Aviation Career Incentive Act and Required Annual Report, February 5, 1976*

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2T-6, Volume 2, *T-6 Aircrew Evaluation Criteria*

AFI 11-2T-6, Volume 3, *T-6 Operations Procedures*

AFI 11-202, Volume 1, *Aircrew Training*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*

AFI 11-202, Volume 3, *General Flight Rules*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFI 11-218, *Aircraft Operation and Movement on the Ground*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 11-301, *Aircrew Life Support (ALS) Program*

AFI 11-401, *Flight Management*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 13-201, *Air Force Airspace Management*

AFI 21-101, *Maintenance Management of Aircraft*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2209, *Survival and Code of Conduct Training*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFMAN 37-139, *Records Disposition Schedule* (will become AFMAN 33-322, Volume 4)

TO 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*

TO 1T-6A-6CF-1, *Functional Check Flight Procedures*

TO 1T-6A-1, *USAF Series T-6A Aircraft* (T-6A Flight Manual)

Abbreviations and Acronyms

ADO—assistant director of operations
AETC—Air Education and Training Command
AFRC—Air Force Reserve Command
AGL—above ground level
AHC—advanced handling characteristics
ALS—aircrew life support
AOA—angle of attack
API—aircrew position indicator
ARMS—Aviation Resource Management System
BIP—buddy instructor pilot (program)
CAF—combat air force
CAP—Commander’s Awareness Program
CBT—computer-based training
CFC—Combined Federal Campaign
COMSEC—communications security
CR—Commander’s Review
CRM—cockpit/crew resource management
CSI—certified simulator instructor
CT—continuation training
CTS—course training standards
DNIF—duty not involving flying
DO—director of operations
ELP—emergency landing pattern
ENJJPT—Euro-NATO joint jet pilot training
EPE—emergency procedure evaluation
EP—emergency procedure
FAIP—first assignment instructor pilot
FCF—functional check flight
FCIF—flight crew information file
FCP—front cockpit
FEB—flying evaluation board

FE—flight examiner
FOD—foreign object damage
FOIA—Freedom of Information Act
FP—first pilot
FS—flight surgeon
FSO—flying safety officer
FTS—flying training squadron
FTU—formal training unit
FTW—flying training wing
GPS—global positioning system
IDEA—innovative development through employee awareness
IFF—Introduction to Fighter Fundamentals (course)
IFR—instrument flight rules
IMC—instrument meteorological conditions
IP—instructor pilot
IQT—initial qualification training
IRC—Instrument Refresher Course
JPPT—joint primary pilot training
KIAS—knots indicated airspeed
LOAC—law of armed conflict
MAJCOM—major command
MASS—Merit Assignment Selection System
MDS—mission design series
MQF—master question file
MQT—mission qualification training
MR—mission ready
MWS—major weapon system
NG—no grade
OCF—out-of-control flight
OG—operations group
OIF—operational information file
OPR—office of primary responsibility

OPSEC—operations security
PA—Privacy Act
PCL—power control lever
PIO—pilot induced oscillation
PIT—pilot instructor training
PQI—professional quality index
RCP—rear cockpit
SELO—stan/eval liaison officer
SOF—supervisor of flying
SQ—squadron
stan/eval—standardization/evaluation
SUPT—specialized undergraduate pilot training
TDY—temporary duty
TIMS—Training Integration Management System
TMS—Training Management System
TRIM—Time Related Instruction Management
UMD—unit manning document
USEM—unit stan/eval monitor
VFR—visual flight rules
VMC—visual meteorological condition
VSI—vertical speed indicator
WG—wing

Terms

Continuation training (CT)—Training to maintain proficiency and improve aircrew capabilities to perform unit missions and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to mission ready and mission support aircrews.

Currency—A measure of how frequently and/or recently a task is completed. Currency requirements should ensure the average aircrew member maintains a minimum level of proficiency in a given event.

Emergency procedures evaluation (EPE)—An evaluation of aircrew knowledge and responsiveness to critical and non-critical EPs conducted by a SEFE orally or in a cockpit training device.

Formal course—Training courses listed in education and training course announcements (ETCA) (<http://hq2af.keesler.af.mil/etca.htm>).

Initial qualification—An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

Initial qualification training (IQT)—Training to qualify the aircrew in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for mission support status.

Mission qualification—An aircrew member engaged in training to qualify in an assigned aircrew position to perform the command or unit mission.

Professional quality index (PQI)—An AFI 11-401 index used to identify aircrews who fail to complete basic training minimums and requirements that have not been waived.

Proficiency—A measure of how well a task is completed. An aircrew member is considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

Squadron supervisor—For purposes of this instruction, SQ commanders, Ops officers, assistant operations officers, and flight commanders are squadron supervisors.