

Initial Flight Training (IFT) Pre-Arrival Guide



1st Flying Training Squadron
Doss Aviation IFT

Pre-Arrival Guide Index

- First Things First
- Welcomes
- Travel and In-Processing
- Uniforms
- Rules of Engagement
- Medical & Student Pilot Certificates
- Fitness

“The Gateway to USAF Aviation”

First Things First...

NOTE: Private Pilot Certificate (PPC) holders are IFT exempt. Questions? Call AETC/A3FP at (210) 652-9652.

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

IF YOU DO NOT FALL IN THE PHYSIOLOGICAL LIMITS BELOW OR IF YOU HAVE OTHER QUESTIONS NOT ADDRESSED IN THE GUIDE, CONTACT THE IFT REGISTRAR: roger.dellinger.2@us.af.mil or 719-423-8336

YOU MUST FIT WITHIN PHYSIOLOGICAL LIMITS TO FLY IN THE DA-20:

Standing Height must be between 61 and 77 inches (inclusive).

Sitting Height must be between 32 and 40 inches (inclusive).

Buttock to knee length must not be longer than 27 inches.

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

Contact Information:

Registrar: (719) 423-8336
Medical Techs: (719) 423-8333/8335
DOSS Lodging: (719) 423-8505
DOSS Security: (719) 423-8535
1 FTS: (719) 423-8340
1 FTS e-mail: 1fts.workflow@us.af.mil

Things to do:

- ☐ Read this entire guide and watch the Success at IFT video via the [DOSS website!](#)
- ☐ Comply with pre-arrival requirements outlined in their respective sections:
 - Travel and In-Processing
 - Complete your travel arrangements in DTS
 - Coordinate your travel with Doss **NLT 7 days prior to class start date**
 - Uniforms
 - Medical and Student Pilot Certificates
- ☐ Be prepared to accomplish a Physical Fitness Assessment (PFA) on Day 1
- ☐ Memorize Boldface and Ops Limits



306 FTG/CC Welcome

Welcome to the 306th Flying Training Group and beautiful Pueblo, Colorado. As you walk through the doors of the 1st Flying Training Squadron, the gateway to USAF aviation, 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 do the right things while with the 1 FTS. Focus on your mission tasks to include your academics and flight preparation. Take care of your classmates and yourself. I expect you to do those things in accordance with our core values. Protect your integrity, strive for excellence in your first flight training experience, and remember the Air Force and its mission is bigger than all 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//

DALE E. HETKE, 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 an officer, 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//

MICHAEL R. MAEDER, 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, perform a Physical Fitness Assessment, and take a Boldface/Ops Limits test.

You must complete an online travel itinerary form at least 7 days prior to class start date!

Use this link: <http://www.dossaviation.com/usaf-ift/incoming-students/travel-itinerary>

This information is used to create your security badge and schedule airport shuttles.

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) 423-8505 to coordinate alternate arrival plans.
- Rental cars are not an authorized reimbursable expense for IFT. Use the shuttle.
- Call 719-423-8505 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 719-423-8505/8500.

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 719-423-8505 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 will wear blues during in-processing; you may 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. Exceptions must be coordinated with the 1 FTS prior to the checkride.

Uniforms

- Get uniforms that fit from your home station and bring them to IFT. IFT does not provide uniforms for students.
- All students bring:
 - Blues – Jacket not required
 - Flight suits with rank and Velcro already sewn on
 - Name tags
 - AETC patches
 - Flight boots
 - Flight gloves
 - Flight cap
 - USAF PT gear
 - AF- or USMC-related baseball-style cap for wear while flying (Recommended)
 - 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)
- You will wear blues until all members of your flight pass the boldface/ops limits test at the same time. Don't be the weak link that keeps your flight in blues – study before you arrive.

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.
- 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 and Student Pilot Certificates

It is your responsibility to verify you have the appropriate paperwork! If your medical unit gives you a sealed envelope, verify the paperwork prior to them sealing it, or open it and make sure it is correct.

NOTE: Military medical paperwork takes precedence over FAA medical paperwork. Bring your entire DD Form 2808 (usually consists of 3-4 pages).

CSO candidates:

- Obtain an Initial Flying Class 1A flight physical
- Proof of completion is the DD Form 2808 with the HQ AETC stamp (see example on next page)
- CSOs coming from NAS Pensacola will come with their 2992 IAW their local policy
- You **DO NOT** need an FAA medical or Student Pilot Certificate

Pilot candidates:

- Obtain an Initial Flying Class 1 flight physical
- Proof of completion is the DD Form 2808 with the HQ AETC stamp (see example on next page)
- *FAA Class III medical exams are no longer required for IFT student pilots*
- Begin the process to obtain a Student Pilot Certificate (see directions below)

RPA candidates:

- Obtain an Initial Flying Class 2U flight physical
- Proof of completion is the DD Form 2808 with the HQ AETC stamp (see example on next page)
- Obtain an FAA Class III medical exam (see example on next page)
 - Can be accomplished at Military Flight Screening (MFS)
 - If not done at MFS, you must 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 (see directions below)

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.

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

1. 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). Note: If IFT start date is within 60 days, use Special Mailing Address of "1 William White Blvd, Attention 1 FTS Registrar, Suite 200, Pueblo, CO 81001"
3. Physically present yourself to a Certificated Flight instructor (CFI), Designated Examiner (DE), or Flight Standards District Office (FSDO) to have them electronically submit your application to the FAA.

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

Questions?

**For medical questions contact IFT Independent Duty Medical Technicians (IDMTs) at: (719) 423-8333/8335.
For Student Pilot Certificate Questions contact 1 FTS at (719) 423-8340.**

Medical – DD Form 2808 Example

REPORT OF MEDICAL EXAMINATION		1. DATE OF EXAMINATION (YYYYMMDD) 20100222		2. SOCIAL SECURITY NUMBER [REDACTED]																																																																																																																					
<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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6. GRADE CIV		7. DATE OF BIRTH (YYYYMMDD) 1982028		8. AGE 27																																																																																																																					
9. SEX <input checked="" type="checkbox"/> Male		10.a. RACIAL CATEGORY (X one or more) <input checked="" type="checkbox"/> American Indian or Alaska Native <input checked="" type="checkbox"/> Black or African American <input checked="" type="checkbox"/> White		10.b. ETHNIC CATEGORY <input checked="" type="checkbox"/> Native Hawaiian or Other Pacific Islander <input checked="" type="checkbox"/> Non-Hispanic/Latino <input checked="" type="checkbox"/> Decline to Respond																																																																																																																					
11. TOTAL YEARS GOVERNMENT SERVICE a. MILITARY b. CIVILIAN		12. AGENCY (Non-Service Members Only)		13. ORGANIZATION UNIT AND UIC/CODE 364th Recruiting Squadron DAF																																																																																																																					
14.a. RATING OR SPECIALTY (Aviators Only) Fit Surgeon		b. TOTAL FLYING TIME		c. LAST SIX MONTHS																																																																																																																					
15.a. SERVICE <input checked="" type="checkbox"/> Army <input type="checkbox"/> Coast Guard <input type="checkbox"/> Navy <input type="checkbox"/> Marine Corps <input checked="" type="checkbox"/> Air Force		b. COMPONENT <input checked="" type="checkbox"/> Active Duty <input type="checkbox"/> Reserve <input type="checkbox"/> National Guard		16. NAME OF EXAMINING LOCATION, AND ADDRESS (Include ZIP Code) 60 AMDS/SGPP 101 Bodin Circle Travis AFB CA 94535-1800																																																																																																																					
<p>CLINICAL EVALUATION (Check each item in appropriate column. Enter "NE" if not evaluated.)</p> <table border="1"> <thead> <tr> <th></th> <th>Normal</th> <th>Abnormal</th> <th>NE</th> </tr> </thead> <tbody> <tr><td>17. Head, face, neck, and scalp</td><td><input checked="" type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>18. Nose</td><td><input checked="" type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>19. Sinuses</td><td><input checked="" type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>20. Mouth and throat</td><td><input checked="" type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>21. 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DD FORM 2808, JAN 2003		DOD exception to SF 88 approved by ICMA, August 3, 2000. PREVIOUS EDITION IS OBSOLETE.		Page 1 of 3 Pages																																																																																																																					

HQ AETC Stamp

NOTE: When a form consists of more than one page, make sure you bring all pages of the form. (ex. DD Form 2808 is 3 pages.)

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	HAIR EYES
7/2/73	63 IN	130 lbs	BROWN HAZEL
Has met the standards prescribed in Part 61 of the Federal Aviation Regulations for a Student Pilot Certificate.			
ISSUANCE DATE 1/7/2006		EXPIRATION DATE 1/31/2008	
SIGNATURE OF EXAMINER OR INSPECTOR David P. Cooper		EXAM. DESIG. NO. OR INSPECTOR'S REG. NO. 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			

New plastic style

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION		XI	
IV NAME JOHN Q PUBLIC XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX			
V ADDRESS XX XX XX XXXXXXXXXXXXXXXXXXXXXXXXXXXX			
VI NATIONALITY USA		SEX HEIGHT WEIGHT HAIR EYES	
IVa D.O.B. 18 AUG 1977		M 75 230 BROWN BROWN	
IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF			
II FLIGHT ENGINEER			
III CERTIFICATE NUMBER XXXXXXXXXXXXX			
X DATE OF ISSUE 16 MAY 2002			
CARD 1 of 2		XIV ADMINISTRATOR	

Medical - FAA Medical Exam Reimbursement Procedure

CLAIM FOR REIMBURSEMENT FOR EXPENDITURES ON OFFICIAL BUSINESS		1. DEPARTMENT FOR ESTABLISHMENT, BUREAU, DIVISION OR OFFICE		2. VOUCHER NUMBER	
		HQ USAFA/FMA 2304 Cadet Drive, Suite 2200 USAF Academy CO 80840			
				3. SCHEDULE NUMBER	
				5. PAID BY	
Read the Privacy Act Statement on the back of this form.					
4. CLAIMANT		6. SOCIAL SECURITY NO.			
a. NAME (Last, first, middle initial) DOE, JOHN B.		b. SOCIAL SECURITY NO. ###-##-####			
c. MAILING ADDRESS (Include ZIP Code) ### Street Name, Unit # Town, STATE, Zip code		d. OFFICE TELEPHONE NUMBER (###)###-####			
6. EXPENDITURES (If fare claimed in col. (g) exceeds charge for one person, show in col. (h) the number of additional persons which accompanied the claimant.)					
DATE	CODE	DESCRIPTION	FARE RATE	AMOUNT CLAIMED	
2011	A - Local travel B - Telephone or telegraph, or C - Other expenses (itemized)	D - Funeral Honors Detail E - Specialty Care		FARE OR TOLL	ADD. PERSONS
	(If explain expenditures in specific detail.)		NO. OF MILES		TIPS AND MISCELLANEOUS
dd Mmm	C	FAA Class III Certificate			110.00
<p>"I certify this claim is true, correct and proper. There was an urgent and unforeseen public necessity for the expenditure of my personal funds; and that payment or credit has not been received".</p> <p>SIGN HERE</p>					
If additional space is required continue on the back.					
7. AMOUNT CLAIMED (Total of cols. (f), (g) and (h))			TOTALS		
\$ 110.00			110.00		
<p>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. 680a).)</p> <p>Sign Original Only</p>					
<p>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.</p> <p>Sign Original Only</p>					
APPROVING OFFICIAL SIGN HERE		DATE		CLAIMANT SIGN HERE	
3. This claim is certified correct and proper for payment.		DATE		DATE dd Mmm yy	
AUTHORIZED CERTIFYING OFFICER SIGN HERE		DATE		11. CASH PAYMENT RECEIPT	
ACCOUNTING CLASSIFICATION				a. PAYEE (Signature)	
				b. DATE RECEIVED	
				c. AMOUNT \$	
				12. PAYMENT MADE BY CHECK NO.	

DoD Overprint 4/2002

STANDARD FORM 1164 (Rev. 11-77)
Prescribed by GSA, FPMR (41 CFR) 101-11.7

Download the SF 1164 from here: <http://www.dossaviation.com/library/IFT/SF1164.pdf>

Complete the highlighted fields of the SF 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. Your Mailing Address
- 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 and 7. Enter the Amount in 3 places (must match amount on receipt)
- Bold center box:** Sign your name after the statement (digital signature accepted)
- 10. Sign and date (digital signature accepted)

Print the SF1164, sign the SF1164, and bring the SF1164 and the receipt for your FAA medical with you to the day 1 IDMT brief. The receipt must have your name on it, be the actual receipt (not a bank statement), and be legible. To expedite reimbursement, call the IDMT office to submit your paperwork electronically, or the IDMT will collect this paperwork on Day 1 and submit it for reimbursement.

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 _{SI} 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	8
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

Items in **red** must be committed to memory



"The Gateway to USAF Aviation"

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