

- PRESTART CHECKS**
- Batt 1 & Batt 2 ON
 - Batt 1 OFF (>24v), ON
 - Batt 2 OFF (>24v), ON
 - Seat ADJUSTED
 - Master Alert OUT
 - Fire Light OUT
 - Paddle Switch PRESS
 - Warning Lts. OIL PRESS, HYD FL OXYGEN, GENERATOR
 - Caution Lts CANOPY, HYD1/2 LP PUMP, F PRESS AC INV NWS
 - Advisory Lts SKID, NWS
 - "ICS check, Lights, Tones"
 - Hyd/Brake ZERO/ZERO/1250
 - Gear Pos Lts GREEN
 - Flap Pos Lts AGREE
 - AOA NO FLAG
 - UHF FWD/AFT MIX SET
 - FUEL QUANTITY CHECK

- STARTING ENGINE**
- GTS Button PRESS
(GTS LT < 20sec)
 - Engine Switch START
(READY LT < 15SEC)
 - Throttle IDLE @ 15-20%
 - Monitor LT Out < 15sec
OIL PRESS LT OUT - 18%
EGT 350-450C (550+20)
RDY/GTS/RPM OUT - 45% (<61%)
RPM 52% W/IN 30SEC
 - Voltmeter CHECK (27-29v)
 - HUD/MFD/Radio/TCN/VOR ON
 - IFF STBY
 - OBOGS/Anti-G ON-TEST
 - OBOGS Flow/Mask ON
 - ECS Selector Switch NORMAL

- POSTSTART**
- "Clearance on Request"
- Throttle Advance to 70%
 - HYD 2 RESET (All HYD @ 3000)
 - Fuel Control Manual
(<5% Dec/ M FUEL Light)
 - Fuel Control NORM
 - Throttle IDLE (55±2%)
 - Menu/Bit/Mant
 - Menu/Data/Act
 - "GPS 4 SA's/Align Countdown"
- If alignment no down - Verify A/C
Wpvt zero correct (if not fix)
When heading info displayed ...
- Paddle Switch PRESS
 - C Aug Lt CHECK ON
 - C Aug Sw RESET (Lt Out)
Ck Rudder Trim @ 12o'clock

POWER SETTING

300 Kts	1800pph
250 Kts	1400pph
200 Kts	1100pph
150 HF Dirty	2400pph
150 FF Dirty	2600pph
On Speed SB in	
HF	1800pph
FF	2100pph
On Speed SB out	
HF	2600pph
FF	2900pph

GCA Gauge

AOB: 30° Base, 20° Dogleg, 10° Final
Dirty Up
W/in 10nm & 30 radials rwy hdg
200kts Clean - 1100pph
HF 150kts - 2400pph
O/S - w/in 30° Final Course
HF, SB in - 1800pph
FF, SB in - 2100pph
Pop SB on Glideslope for half G/S ROD
Add 5 clicks nose down trim

Dest WX	Alternate Weather
0-4 up to but not Pub mins	3000-3 or better
Pub Mins up to but not incl 3000-3 (single pilot absol mins 200-1/2)	Non Precision Pub mins plus 300-1
	Precision ILS PAR Pub mins plus 200-1/2 Pub mins plus 200-1/2

- C Aug Sw ALL (Lt ON)
(C AUG Lt Out w/in 120sec)
- ATIS/Copy Clearance
- Ck Trim (include STBY) 2-3 NU
- Aileron Trim CHECK
- Sby Att Gyro ERECT
- Altimeter SET
- ADI Pitch Set/Compare
- BIT Display CHECK
- RADALT BIT/GOOD TONE
- LAW SET 200ft
- BINGO SET
- Waypoints PROGRAM
- Rudder Trim CHK
- Nav Source (HYBD) SET
- Flight Controls Full Throw
- NWS DISENGAGED
- 4 Down (Hook, Bar, Flaps, Boards)

- HANDS OUT**
- 3 Up (Flaps @ Half)
- "Canopy" DOWN
- TAXI**
- Parking Brake RELEASE
 - Brakes CHECK
 - Parking Brake SET
 - FINAL CHECK - HANDS OUT**
 - Parking Brake RELEASE
 - NWS LT ON
 - Instruments CHECK
 - TIGER BASE: "...out of checks"**
- Marshall - Cinc, ATIS, NAV, Inst, T/O

- INSTRUMENT CHECK**
- Nav Equip CK/VERIFY WYPTS
 - VOR/TCN SET/LOCK
 - Cockpit Lts SET
 - Airspeed/VSI CK PRIM/STBY
 - ADI AS DESIRED
 - Altimeter SET, CK PRI/SBY/AFT
 - Wet Compass FREE
 - HUD/HSI/ADI CK HDGS
 - Turn Needle Ball CK ON/TAXI

- TAKEOFF CHECK**
- Control Aug ALL, LIGHT OUT
 - Anti-Skid ON, LIGHT ON
 - Flaps/Slats HALF, SLATS OUT
 - TRIM 0, 0.2-3NU
 - Canopy, Cld, Lckd, Lt Out, Arrows
 - Harness CONNECTED
- I'm attached 8 points, pins removed ready to go hot in the front
- I'm attached 8 points, pins removed ready to go hot in the back
- Seats ARM
- "Hot in the Front - Hot in the Back"
- Call for Taxi
- Complete prior to Switching Tower Clearance, Atis, Nav set, Inst & T/O

PENETRATIONS

250Kts Clean	500pph
	2500fpm
	2nm/1000'
250Kts SB	500pph
	6000fpm
	1nm/1000'

Max Glide Range
IDLE (500pph) 180kts
12-13 units 3-4nm/1000'

Facilities	TCN	VOR	LOC
McCaib	NMM	56	109.7
Meridian	MEI	117	117.0
Kewanee	EWA	85	113.8
Tuscaloosa	TCL	125	117.8
Brookwood	OKW	47	111.0
Semmes	SJI	100	
Bigbee	IGB	109	116.2
Colombus	CBM	99	115.2
Jackson	JAN	73	112.6
P-cola NAS	NPA	119	
P-cola Reg	PNR		111.1
Saultley	NUN		108.8
Maxwell	MXF	97	109.3
Sidon	SQS	94	114.7

AEROBATICS

	KLAS	PWR(acht)
SPLIT-S	180	IDLE
AILERON ROLL	300	89%
BARREL-ROLL	350	92%
WINGOVER	300	89%
LOOP	380	96%
IMMELMANN	380	96%
CUBAN-8	380	96%

KNMM Stuff

FOGGY NMM 007/10
HORNE NMM 273/10
SONI NMM 315/10
PIGMY NMM 328/28
MEI MSA 2700FT
VT-9 PH 679-2330

MANUAL FREQ

FSS	255.4
VT9 BASE	348.0
GUNSHY	325.8
CBM APP	226.0
PCOLA APP	270.8
SHER TWR	340.2
SHER GND	336.4

- BEFORE HOLDSHORT**
- Pitot Heat ON
 - IFF NORM
 - Taxi Lt ON
 - Strobes ON
 - VCR ON
 - BIT Page CHECK
- Call for Takeoff (#1 @ holdshort)
*Groove clr, winds are. T/O Ck comp
- RPM CHECKS**
- OAT (Deg F) Min N2 RPM
- Above 50 97%
- 37 to 50 96%
- 21 to 36 95%
- 9 to 20 94%
- 5 to 8 93%

LIFT OFF SPEEDS

Weight/Fuel	Half	Full Flap
11,000/0.5	113	99
12,000/1.5	119	104
13,000/2.5	124	108
14,000/3.0	127	111

- 10,000FT - 15MIN check**
- Flt Eng Instruments CHECK
 - Cabin Press CHECK
 - Fuel State CHECK
 - LAW Ck set @ 5000'
 - Location/Navaid Set CHECK

- PRE-STALL/AERO CHECK**
- Harness AS DESIRED
 - FOD SECURE
 - Map Case SECURE
 - Fuel State CHECK
 - AREA CLEAR

- DESCENT/ PEN CHECK**
- Defog & C/P Temp AS REQ
 - Master ARM SAFE
 - Control Aug ALL
 - Weather/Field Cond CHECK
 - NAVAIDS TUNED/ID
 - Sby Alt/Ait ERECT/SET
 - LAW SET
 - MFDs/HUD SET & X-CHECK
 - Fuel State CHECK
 - Marker BCN AS DESIRED
 - IFF CHECK
 - Approach CLNC Time IF REQ
- Descent/Penetration checks complete**

- MISSED APPROACH**
- TACAN AS REQUIRED
 - NAV Source VERIFY
 - Course VERIFY
 - RADALT RESET

LANDING APPCH SPEED

Weight/Fuel	Full	Half	NF
11,000/0.5	114	132	151
11,500/1.0	116	135	154
12,000/1.5	119	138	157
12,500/2.0	121	141	161
13,000/2.5	124	143	164

- LANDING CHECK**
- Gear DOWN
 - Flaps/Slats.FULL/HLF/UP/DOWN
 - Hook UP/DOWN
 - Harness LOCKED/UNLOCKED
 - Speedbrakes OUT/IN
 - Anti-skid ON(LT)/OFF(NO LT)
 - On Speed is XXX Kts
- "Landing Checklist Complete"

ROLLOUT SPEEDS

Distance Remaining	Target Speed
5000'	100KTS
4000'	80KTS
3000'	60KTS

- AFTER LANDING**
- "Ready to safe the seat"
- Seats SAFE
 - Boards IN
 - Flaps/Slats UP
 - Pitot Heat OFF
 - IFF OFF
 - Taxi Lt AS DESIRED
 - Strobes OFF
 - VTR OFF
 - BIT Status NOTE
 - Menu/Bit/MANT
- "no exceedance or overflows"
- IFF/NAV/HUD OFF
- Except Radios
- Call for Taxi
- "Post Landing Checks complete"
- BASE: "...IXX, in and up/down"
- Unstrap (when cleared)

- BEFORE ENGINE SHUTDOWN**
- Parking Brake SET
 - NWS OFF
 - Menu/Bit/GINA PWR OFF
 - MFDs/Radios OFF
 - OBOGS Flow OFF
 - OBOGS/Anti-G OFF
 - Idle RPM w/in ±2%
- "All of my equipment is off, I'm clear of the canopy after shutdown"
- Throttle OFF
 - Canopy (45sec delay) UP
 - Fuel Shutoff Handle PULL
 - All Remaining Switches OFF
 - Batteries OFF

T-45 Freqs

1. NMM Clearance	274.8
2. NMM Ground	336.4
3. NMM Launch	360.2
4. MEI Departure	343.7
5. Memphis Center	263.0
6. Area 1	289.9
7. Area 2/3	285.2
8. ATL Center	270.25
9. ATL Center	352.8
10. Pine Hill MOA	280.1
11. IR-044	362.6
12. NMM SFA	325.2
13. NMM SFA	328.4
14. MEI APP West	276.4
15. NMM Land	340.2
16. NJW Tower	279.2
17. MEI APP East	374.9
18. MEI APP South	269.6
19. AREA 4	282.1
20. R4404(P)	227.825
21. MEI Tower	257.8
22. TAC 22	225.85
23. TAC 23	377.25
24. TAC 24	237.8
25. TAC 25	201.35
26. TAC 26	279.45
27. TAC 27	299.25
28. TAC 28	316.4
29. Eagle Base	356.1
30. NMM ATIS	273.2