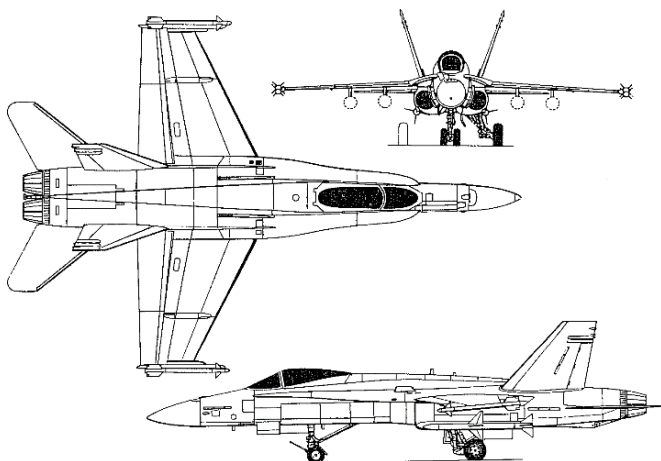


FLIGHT CREW CHECKLIST

PILOT

476th vFIGHTER GROUP SERIES F/A-18C AIRCRAFT

Prepared by Lance 'Amy' Dooley and Olivier 'Oliver' Winters



DISTRIBUTION STATEMENT – For public release. Any questions should be directed to members of the 476th vFighter Group Command Staff.

WARNING – Not suited for real world operations, made for the F/A-18C in DCS World.



PUBLISHED UNDER AUTHORITY OF THE 476 vFG COMMAND STAFF

INTRODUCTION

CONTENT

This checklists consists of three sections: normal, miscellaneous, and emergency procedures. This checklist will be used by all members of the 476th vFighter Group. All other individuals need to verify the requirements of their respective multiplayer organization.

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NORMAL PROCEDURES

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LAUNCH COCKPIT SETUP

LEFT CONSOLE

1. OBOGS control switch – OFF
2. OBOGS flow knob – OFF
3. Circuit breakers (4) – PUSHED IN
4. Mission computer and hydraulic isolation switches – NORM
5. COMM 1/IFF antenna – AUTO/BOTH
6. Communication panel – Set
7. Volume control panel – Set
8. GEN TIE – NORM (guard down)
9. Gain switch – NORM
10. Refuel probe switch – RETRACT
11. External tanks switches – NORM
12. Dump switch – OFF
13. Internal wing switch – NORM
14. External lights – Set
 - a. Formation – ON (Night OPS only)
 - b. Position – ON
 - c. Strobe – ON
 - d. Master light switch – FORWARD

NOTE

During CV based operations master light switch must be aft until on the catapult during both day and night.

15. Throttles – OFF
16. Parking break – PARK
17. Landing/taxi light switch – OFF
18. Anti-skid – Set
 - a. Shore based operations – ON
 - b. CV based operations – OFF
19. Flap switch – FULL
20. Selective jettison handle – SAFE

21. Landing gear handle – DOWN
22. Canopy jettison handle – FORWARD

INSTRUMENT PANEL

1. Master arm switch – SAFE
2. FIRE and APU FIRE warning lights – Not pressed
3. DDI, AMPCD, and HUD – OFF
4. Altitude source – SELECT
5. Attitude source – AUTO
6. COMM 1 and 2 knobs – OFF
7. ADF switch – OFF
8. ECM switch – OFF
9. Dispenser select knob/dispenser switch – OFF
10. Auxiliary release switch – NORM
11. Standby attitude reference indicator – CAGE/LOCK
12. IR coolant switch – OFF
13. Spin recovery switch – OFF (Guard down)

RIGHT CONSOLE

1. Circuit breakers (4) – IN
2. Arresting hook handle – UP
3. Wing fold handle – Same as wing position
4. FCS cool switch – NORM
5. Radar altimeter – OFF
6. Generator switches – NORM
7. Battery switch – OFF
8. Interior lights – As desired
9. Sensors – OFF
10. KY-58 panel – Set
11. AN/AWB-3(V) monitor control – Set

PRIOR TO ENGINE START

1. Battery status – Check
2. Battery switch – ON
3. Ready/discharge light – Not illuminated
4. Fire warning – TEST A and B
5. APU ACCUM caution light – OFF
6. APU switch – ON (Ready light within 30 seconds)

STARTING ENGINES

1. Engine crank switch – R
2. Right throttle – IDLE (15% RPM minimum)
3. GPWS voice alerts – Check
4. DDI, AMPCD, HUD, and UFC avionics – ON
5. IFEI – Check

Ground idle 402 Engine

N2 – 63-70%

EGT – 190-590°C

Fuel flow – 420-900pph

Nozzle – 73-84%

Oil pressure – 45-110psi

NOTE

The bleed air shutoff valves close during the fire warning test and the bleed air knob must be cycled through OFF to NORM with ac power on to reset the valves

6. Bleed air knob – Cycle through to NORM
7. Warning and caution lights – TEST

NOTE

If crossbleed start ensure APU switch is OFF and minimum of 80% RPM and 2,100 ppl fuel flow.

8. Engine crank switch – L
9. Left throttle – IDLE (15% RPM minimum)
10. Engine crank switch – Check OFF
11. IFEI – Check

BEFORE TAXI

1. Waypoint zero and magnetic variation – Check
2. Inertial navigation system – ALIGN
 - a. Shore based operations – GND
 - b. CV based operations – CV
3. Radar – OPERATE
4. Wingfold – SPREAD and LOCK
5. FCS reset button – PUSH (If wings are folded, verify aileron Xs are present)

If no reset

- a. T.O. Trim button – PUSH (note TRIM advisory)
- b. FCS exerciser mode – INITIATE (Lift FCS BIT consent switch and push FCS reset button simultaneously)

If still no reset

- a. FCS circuit breakers – PULL 4 channels
- b. Wait 10 seconds
- c. FCS circuit breakers – RESET
- d. FCS reset button – PUSH
6. Flaps – AUTO
7. FCS reset button and paddle switch – Actuate simultaneously
8. Flaps – HALF
9. FCS initiated BIT – Perform

<table border="1"> <tr> <td>CAUTION</td> </tr> </table>	CAUTION
CAUTION	

If BLIN codes other than 246, 270, 344, 375, 574, 604, 5005, 5032 remain following IBIT, aircraft requires maintenance. Step to spare.

10. Trim – Check
11. T.O. trim button – Press until Trim Advisory comes on
12. Flaps – AUTO
13. Controls – Check
 - a. Control stick – Cycle
 - b. Flaps – HALF
 - c. Rudder pedals – Cycle
14. Trim – Set
 - a. Shore based operations – 12°
 - b. CV based operations – 44,000 lbs and below: 16°
45,000-48,000 lbs: 17°
49,000 lbs and above: 19°

<table border="1"> <tr> <td>NOTE</td> </tr> </table>	NOTE
NOTE	

If takeoff trim is not set, full leading edge down stabilator may not be available and take off distance will increase.

15. Air refueling probe, speed break, launch bar, arresting hook, and pitot heat – CYCLE (Launch bar optional for shore based operations)
16. OBOGS control switch – ON
17. OBOGS flow knob – ON
18. Fuel – BIT/SET BINGO
19. Radar altimeter – SET
 - a. Shore based operations – 450 ft
 - b. CV based operations – 375 ft
20. GPWS – BOXED

21. Mission data – Enter
22. Weapons/sensors – As required
23. Standby attitude reference indicator – UNCAGE
24. Attitude source – STBY

AFTER INS ALIGNMENT IS COMPLETE

1. INS – NAV or IFA
2. Canopy – CLOSED (Ensure canopy caution light not illuminated)

TAXI

1. Parking brake – Fully stowed
2. NWS – ON (Ensure NWS is in HUD)
3. Taxi/landing light – Set
 - a. Shore based operations – ON
 - b. CV based operations – OFF
4. Normal brakes – Check

BEFORE TAKEOFF

1. Flaps – Check HALF
2. Speed brake – RETRACTED
3. Takeoff trim – Check
4. IFF – ON
5. CMS – As desired
6. TACAN – Set
7. Defog handle – As required
8. Windshield anti-ice/rain switch – As desired
9. Ejection seat SAFE/ARM handle – ARMED
10. Strobe light – ON
11. NVGs – Adjust and stow (As required)
12. Altimeter – Check/Set
13. Parking brake – Fully stowed

LINEUP CHECK

1. Flight instruments – Check
2. Pitot heat switch – AUTO
3. APU switch – OFF
4. Throttles – 85% N2 RPM
5. IFEI – Check
6. Warning and caution lights – OFF

TAKEOFF

1. NWS – Engaged (Disengage off at approx. 75 knots)
2. Brakes – Release
3. Throttles – MIL
4. IFEI – Check
5. Afterburner – ON after 50 kts

AIRBORNE

1. Landing gear handle – UP
2. Flaps – AUTO
3. Radio – Call airborne
4. DDI, AMPCD – Cycle as desired
5. Radio – Channel as required
6. Wingman – Set formation and routing
7. Cockpit Altimeter – Check
8. Fuel transfer – Check
9. Radar altimeter low altitude warning setting – Check/Set
10. Cabin pressurization – Monitor
 - a. 30,000 ft – 10,000-12,000 ft
 - b. 40,000 ft – 15,000-17,000 ft

DESCENT/BEFORE LANDING

1. MASTER ARM switch – SAFE
2. Engine anti-ice – As desired
3. Pitot heat – AUTO
4. Defog handle – HIGH
5. Windshield anti-ice/rain switch – As required
6. Anti-skid switch – Set
 - a. Shore based operations – ON
 - b. CV based operations – OFF
7. Altimeter setting – Check
8. Radar altimeter – Set and Check
9. HUD – Select NAV master mode compare with standby flight instruments and standby compass
10. NAVAIDS – Cross check
11. ARA-63 (ILS) – ON and channel set
12. IFF – As desired
13. NVIS lights switch – As required
14. Landing lights – As required
15. Fuel quantity – Check
16. NVGs – Remove and stow (As required)
17. Gear Handle – DOWN

APPROACH

1. Landing checklist – COMPLETE

AFTER LANDING

AFTER TOUCHDOWN

1. Throttles – As required
2. Speed brakes – As required
3. Wheel brakes – As required
4. NWS – Disengaged (Engage at approx. 75 knots)

AFTER CLEARING THE ACTIVE RUNWAY

1. Ejection SAFE/ARM handle – SAFE
2. Flaps – AUTO
3. T.O. trim button – Push (Note trim advisory)
4. TACAN – OFF
5. ARA-63 (ILS) – OFF
6. CMS – OFF
7. Strobe – OFF

BEFORE ENGINE SHUTDOWN

1. Parking brake – PARKING
2. INS – OFF (10 seconds before engine shutdown)
3. Standby attitude reference indicator – CAGED/LOCKED
4. Sensors, radar, avionics, and VTRS – OFF
5. Comm 1 and 2 – OFF
6. Interior lights – OFF (As required)
7. OBOGS control switch – OFF
8. OBOGS flow knob – OFF
9. Canopy – OPEN

ENGINE SHUTDOWN

1. Brake gage – 3000 psi
2. NWS – Disengage
3. Flaps – FULL
4. Throttle – OFF (Alternate side)
5. Monitor engine RPM. As N2 RPM decreases below 7%, gently pump the stick approx. +/- 1 inch fore and aft at approx. 2 cycles per second, decreasing hydraulic pressure on shutdown engine below 800 psi. Ensure system pressure on operating engine remains above 1500 psi. (Pressure must remain below 800 psi for a valid test.)
6. Continue pumping stick while monitoring FCS page for FCS Xs and/or BLIN codes for 10 seconds after system pressure on shutdown engine drops below 800 psi.
7. DDI, AMPCD, and HUD – OFF
8. Throttle – OFF

AIR-TO-AIR REFUELING

PRE-CONTACT

1. Radar – STBY/SILENT/EMCOM
2. MASTER ARM switch – SAFE
3. TACAN – OFF
4. Internal wing fuel switch – As desired
5. External tanks – As desired
6. Exterior lights – As required
7. Air refuel probe switch – EXTEND
8. IFEI – Check fuel quantity

POST AIR REFUELING

1. IFEI – Check fuel quantity
2. Air refuel probe switch – RETRACT
3. TACAN – As required
4. Exterior Lights – As required
5. Radar – OPERATE

HOT REFUELING

PRIOR TO HOT PIT ENTRY

1. After landing checklist – Complete
2. De-arming – Complete (If required)
3. APU – OFF
4. TGP/LDT – OFF

PRIOR TO REFUELING

1. Canopy – As desired
2. Tank gate switch – Closed, verify with refueling supervisor
3. Fuel system operation – Verify with refueling operator

DURING REFUELING

1. IFEI – Monitor.

AFTER REFUELING

1. IFEI – Check fuel quantity
2. Taxi clear of refueling area and configure aircraft as required by mission plan

MISCELLANEOUS PROCEDURES

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KY-58 OPERATION

1. COMM 1 and COMM 2 radios – ON
2. COMM 1 and COMM 2 channels – As desired
3. COMM 1 and COMM 2 channel frequency – Set
4. CPHR option pushbutton – Actuate

KY-58 CHYPER MODE

1. KY-58 power knob – ON
2. KY-58 mode knob – C
3. KY-58 volume knob – Adjust to MAX volume
4. COMM switch on inboard throttle – Actuate (a short tone is heard in the headset)

KY-58 CYPHER RELAY MODE

1. KY-58 power knob – TD (Other stations or aircraft involved in cipher relay communications must also have the KY-58 power knob in the TD position.)
2. KY-58 mode knob – C
3. KY-58 volume knob – Adjust to MAX volume
4. COMM 1 antenna select switch – AUTO
5. Relay switch – CIPHER
6. COMM 1 switch on inboard throttle – Actuate (a short tone is heard in the headset)

ALERT/SCRAMBLE LAUNCH PROCEDURES

SETTING THE ALERT

1. The alert/scramble pre-alert shall consist of full system checks.
Minimum requirements are:
 - a. Radar – GO
 - b. AIM-7 – Tuned (If loaded)
 - c. INS – OK
 - d. COMM 1&2 – Set to launch frequency
 - e. Launch Trim – Set
2. Prior to engine shutdown:
 - a. INS – OFF (10 seconds before engine shutdown)
 - b. Crypto switch – HOLD then NORM
 - c. Sensors, weapon systems, and UFC avionics– ON
 - d. COMM 1&2 – ON
 - e. EM CON – As desired
 - f. Exterior and interior lights – Set
 - g. DDI, AMPCD, and HUD – ON
 - h. L and R Engine – OFF
3. After Engine shutdown – Connect and apply external power

ALERT FIVE LAUNCH

1. Ground power switches 1B, 2B, 3B, 4B – ON (Hold three seconds)
2. INS – CV/GND
3. Battery switch – ON
4. APU – ON (Ready light on within 30 seconds)
5. R Engine – Start
6. L Engine – Start
7. FCS – RESET
8. OBOGS control switch – ON
9. External power – Disconnect
10. INS – NAV/IFA
11. Takeoff checklist – Complete

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WARNING AND CAUTION LIGHT ANALYSIS

INDICATOR	CAUSE/REMARKS	CORRECTIVE ACTION
APU FIRE	APU fire is detected.	In-flight or on ground 1. APU FIRE light – PUSH 2. Fire Extinguisher READY light – PUSH On ground 3. Throttles – OFF 4. Egress
Dual or single L BLEED and/or R BLEED	Bleed air leak detected in common ducting. <ul style="list-style-type: none"> • BLD OFF caution is not an indication of actual valve position. Valve could still be open allowing bleed air to leak. If both BLD OFF cautions on <ul style="list-style-type: none"> • No OBOGS. • No external fuel transfer. • No crossbleed start available. 	1. Throttles – Minimum practical for flight 2. BLEED AIR knob – OFF effected engine or engines(do not cycle) If lights go out 3. Throttles – Use as necessary 4. Land as soon as practical If lights stay on 5. Hook – Down 6. Land as soon as possible

INDICATOR	CAUSE/REMARKS	CORRECTIVE ACTION
FIRE	<p>Engine fire detected.</p> <p>The probability of extinguishing a fire and preventing relights is greatly increased by immediately discharging the fire extinguisher.</p>	<p>On ground</p> <ol style="list-style-type: none"> 1. Throttles – OFF 2. FIRE light affected engine – PUSH 3. Fire extinguisher READY light – PUSH 4. Battery switch – OFF 5. Egress <p>On takeoff</p> <p>If decision to stop is made</p> <ol style="list-style-type: none"> 1. Abort <p>If takeoff is continued</p> <ol style="list-style-type: none"> 1. Execute Emergency Takeoff procedures <p>In-flight</p> <p>If dual FIRE lights</p> <ol style="list-style-type: none"> 1. Throttles – Minimum practical for flight <p>If single FIRE light or confirmed engine fire</p> <ol style="list-style-type: none"> 2. Throttle affected engine – OFF 3. FIRE light affected engine – PUSH 4. Fire extinguisher READY light – PUSH 5. Hook – DOWN

INDICATOR	CAUSE/REMARKS	CORRECTIVE ACTION
HOOK	Hook position does not agree with handle position.	If hook will not extend 1. Hook circuit breaker – PULL If hook still will not extend 2. Divert
Warning light in GEAR HANDLE	Landing gear in transit, unsafe, or planing link, ADC failure. Below 7,500 feet and below 175 knots and over 250 feet per minute descent: <ul style="list-style-type: none"> Refer to Landing Gear Unsafe/Fails to Extend 	STEADY 1. Check gear down indicators FLASHING 1. Gear – DOWN or 2. Increase airspeed or altitude

INDICATOR	CAUSE/REMARKS	CORRECTIVE ACTION
Red L BAR	<p>On ground Launch bar malfunction.</p> <p>In-flight Launch bar not locked up, nose gear will not retract.</p>	<p>If light on after both throttles at MIL</p> <ol style="list-style-type: none"> 1. Launch bar switch – RETRACT <p>If light still on</p> <ol style="list-style-type: none"> 2. Suspend catapult launch <p>If light on after takeoff</p> <ol style="list-style-type: none"> 1. Gear – Leave down if practical 2. Launch bar switch – RETRACT 3. Launch bar circuit breaker – PULL <p>CV</p> <ol style="list-style-type: none"> 4. Divert <p>Ashore</p> <ol style="list-style-type: none"> 4. Land and areobrake as long as possible on landing roll

INDICATOR	CAUSE/REMARKS	CORRECTIVE ACTION
L AMAD R AMAD	AMAD oil temperature too high (may indicate a fuselage fuel leak).	In-flight <ol style="list-style-type: none"> 1. Throttle affected engine – IDLE 2. Wing fuel transfer switch – NORM 3. MENU ENG – Check FUEL TEMP (<79°C) 4. If conditions permit, consider shutting down engine, restart for landing If generator drops offline <ol style="list-style-type: none"> 5. Shutdown engine, restart for landing 6. Land as soon as practical On ground <ol style="list-style-type: none"> 1. Shutdown engine as soon as practical
L AMAD PR R AMAD PR	Loss of designated AMAD oil.	<ol style="list-style-type: none"> 1. Generator – OFF If more than 30 minutes to landing <ol style="list-style-type: none"> 2. Shutdown affected engine, restart for landing

INDICATOR	CAUSE/REMARKS	CORRECTIVE ACTION
ANTI SKID	<p>Anti-skid system inoperative.</p> <p>Use caution during braking. Normal braking may not be available.</p> <p>After cycling switch ANTI SKID will not reappear and brakes may not be available for 13½ seconds in-flight, or 9½ seconds during landing roll until BIT is completed.</p>	<p>In-flight</p> <ol style="list-style-type: none"> 1. ANTI SKID switch – Cycle If caution reappears 2. ANTI SKID switch – OFF <p>On ground or during landing</p> <ol style="list-style-type: none"> 1. ANTI SKID switch – OFF
AOA DEGD	<p>A single AOA probe is selected.</p> <p>AOA indexers may be inaccurate.</p>	<p>CV</p> <ol style="list-style-type: none"> 1. Notify LSO approach light indications may be inaccurate
APU ACCUM	<p>APU accumulator pressure low.</p> <p>Possible leak in isolated HYD 2B system.</p>	<ol style="list-style-type: none"> 1. HYD ISOL ORIDE (10 seconds max) If caution still on or comes on again 2. Extend landing gear as soon as practical

INDICATOR	CAUSE/REMARKS	CORRECTIVE ACTION
L ATS R ATS	Designated air turbine starter RPM too high.	<p>On ground after engine start (other than momentary)</p> <ol style="list-style-type: none"> 1. Shutdown affected engine <p>In-flight</p> <ol style="list-style-type: none"> 2. Bleed air knob – OFF both engines (Do not cycle) 3. Throttle affected engine – IDLE 4. Land as soon as practical
E BATT LO U BATT LO	Emergency battery and/or utility battery charge low.	<p>In-flight</p> <ol style="list-style-type: none"> 1. Avoid high speeds 2. Battery switch – OFF/ON for landing
BATT SW	<p>Battery switch ON without ac power on aircraft or Battery switch OFF with ac power on aircraft.</p> <p>Prolonged ground operation with caution on may damage the battery and dc electrical system.</p>	<p>If ac power on and battery switch OFF or ORIDE</p> <ol style="list-style-type: none"> 1. Battery switch – ON <p>If no internal dc power and battery switch ON or ORIDE</p> <ol style="list-style-type: none"> 2. Refer to Double Generator Double Transformer Rectifier Failure
BINGO	Fuel below bingo bug setting.	Informational

INDICATOR	CAUSE/REMARKS	CORRECTIVE ACTION
L BLD OFF and/or R BLD OFF	<p>One or both bleed air shut-off valves have been commanded closed.</p> <p>If both BLD OFF cautions on</p> <ul style="list-style-type: none"> • No OBOGS • No external fuel transfer • No crossbleed start available <p>BLD OFF caution is not an indication of actual valve position. Valve could still be open allowing bleed air to leak.</p>	<p>If bleed air shutoff caused by L and/or R BLEED warning lights</p> <ol style="list-style-type: none"> 1. Refer to L and/or R BLEED warning <p>If bleed air shutoff not cause by L and/or R BLEED warning</p> <ol style="list-style-type: none"> 1. BLEED AIR knob – Cycle <p>If caution remains or returns</p> <ol style="list-style-type: none"> 1. BLEED AIR knob – OFF 2. Land as soon as practical
L BOOST LO R BOOST LO	<p>No designated AMAD pump engine feed pressure.</p> <ul style="list-style-type: none"> • May indicate fuselage fuel leak. • May indicate fuel transfer. • After burner may not operate above 30,000 ft. • Cross feed opens automatically. • If associated with GEN and both HYD circuit cautions, may be a PTS failure. 	<ol style="list-style-type: none"> 1. Check for indications of fuselage fuel leak 2. Monitor fuel transfer 3. Land as soon as practical
BRK ACCUM	<p>Brake accumulator pressure low.</p> <ul style="list-style-type: none"> • Possible leak in isolated HYD 2B system. • Emergency brakes may not be available. 	<ol style="list-style-type: none"> 1. Extend landing gear as soon as practical

