



Gregory N. Brown
Mark J. Holt

THE TURBINE PILOT'S FLIGHT MANUAL

FOURTH EDITION

Includes required
Airline Transport Pilot
Certification Training
Program (ATP-CTP) topics



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Contents

Preface ix

Acknowledgments xi

About the Authors xiii

CHAPTER 1

Introduction 1

How to Use This Manual 1

Transitioning Piston Pilots 1

Transitioning Military Aviators 2

Crew Resource Management 2

Training by Civilian Employers 3

Civilian Aircraft and Civilian Aviation

Terminology 3

Aircraft Systems 3

Contemporary Issues in the Aviation Industry 3

About Your Civilian Counterparts 4

CHAPTER 2

General Preparations 5

Training 5

Limitations, Systems, and Procedures 5

Indoctrination Training 6

Simulator and Flight Training 6

Preparing for New-Hire Training 6

Preparing for Ground School 7

Preparing for Simulator and Flight Training 7

Preparing for the Flight Line 8

Computers 8

Contemporary Issues in the Aviation Industry 8

Crew Resource Management and Teamwork 8

Unions 9

Driving under the Influence 9

Discrimination and Harassment 9

Air Rage 9

CHAPTER 3

Turbine Engine and Propeller Systems 11

Introduction to Gas Turbine Engines 11

Centrifugal-Flow and Axial-Flow Compressors 14

Multistage Compressors 15

Multispool Engines 15

Core Turbine Engine (Gas Generator) 15

Turbojets, Turbofans, and Turboprops 17

Turbojet Engine 17

Turbofan Engine 18

Geared Turbofan Engine (GTF) 18

Turboprop Engine 20

Thrust versus Power 22

Engine Operating Parameters 23

Turbine Engine Controls in the Cockpit 25

Fuel Control Units 25

- Turbine Engine Starting 26
- Turbine Engine Thrust or Power Terms 29
- Turbine Engine Characteristics in Flight 31
- Turbine Engine In-Flight Malfunctions 31

Thrust Reversers 33

- Thrust Reversers on Jets 33
- Reverse Thrust on Turboprops 34
- Use of Reversers 35

Turboprop Propeller Systems 35

- Propeller Governors 36
- Beta Range 37
- Propeller Auto-Feather Systems 37
- Propeller Synchronizers and Synchrophasers 39

Propeller Supplement for Transitioning Military Jet Pilots 39

- Propeller Terminology 39

CHAPTER 4

Turbine Aircraft Power Systems 45

Basics of Aircraft Power Systems 45

- Depiction of Aircraft Systems in Pilot Training 45
- Understanding Aircraft Power Systems: 46
- The Reference Waterwheel 46
- Comparing Aircraft Power Systems to the Reference Waterwheel System 46

Electrical Power Systems 48

- Electrical Power Sources 48
- Control Devices 54
- Circuit Protection 55
- Reading an Airplane Electrical Diagram 57
- Troubleshooting 58
- Emergency Electrical Power Generation 65

Hydraulic Power Systems 65

- Benefits of Hydraulic Power in Large Airplanes 66
- Hydraulic Systems and Components 66
- Hydraulic System Characteristics 71

Pneumatic Power Systems 72

- High-Pressure Bleed Air 72
- Low-Pressure Air 72
- Bleed Hazards and Protections 72

Auxiliary Power Units 74

CHAPTER 5

Major Aircraft Systems 77

Flight Controls 77

- Control Surfaces 77
- Flight Control System Redundancy 82
- Flight Control Surface Position Indicating Systems 82
- Fly-by-Wire Control Systems 83

Pressurization 83

- Pressurization Indicators and Controls 84
- Electrically Driven Air Compressors 86
- Pressurization System Safety Features 86
- Loss of Cabin Pressure in Flight 87

Environmental Systems 91

- Heat Exchangers 91
- Air and Vapor Cycle Machines 91
- Aircraft Environmental System 94

Fuel Systems 94

- Fuel Tanks 94
- Fuel Pumps 95
- Fuel Control Unit 97
- Fuel Valves 97
- Fuel Heaters 97
- Fuel Quantity Measurement Systems 97
- Fuel Quantity Measuring Sticks 98
- Fuel Vents 98
- Fuel Management 98

CHAPTER 6

Dedicated Aircraft Systems 101

Ice and Rain Protection 101

- In-Flight Structural Icing 101
- Engine Icing 104
- Fuel System Icing 106
- The Role of the Pilot 106
- Automatic Ice Protection Systems 106
- Rain Protection 106

Landing Gear Systems 106

- Landing Gear Squat Switch 107
- Brakes 107
- Nosewheel Steering 110
- Tailskid 110

Annunciator and Warning Systems	111
Annunciator or Advisory Panels	111
Audio Advisory and Warning Annunciation	113
Electronic System Monitoring and Display	113
Summary of Various Cockpit System Warnings, Cautions, and Advisories	114
Fire Protection Systems	116
Fire Detection and Extinguishing Systems	116
Nitrogen Generating System (NGS)	117
Pilot Actions and Cockpit Controls	118
Electrical Considerations	119
Cabin and Cockpit Protection	119
Auxiliary Power Unit Fire Protection	120
Cargo Compartment Fire Protection	120
Antennas, Vanes, Probes, and Drains	121
Vanes	121
Probes	123
Drains	124
Air Data Computer (ADC)	125

CHAPTER 7

Limitations 127

Airspeeds	127
Crosswind Limitations	128
Additional Crosswind Limitations	129
Tailwind Limitations	129
Adding Gust to Limitations	130
Aerodynamic Flight Envelope Limits	130
Factor of Safety and Load Factor	130
Gust Load Limits	132
Engine Limits	132
Other System Limitations	133
Operational Limitations	135

CHAPTER 8

Normal Procedures 137

Crew Coordination	137
Captain and First Officer/Copilot	137
Pilot Flying and Pilot Monitoring	137
Crew Resource Management (CRM)	138
Optimizing Crew Communication	138
Improving Overall Flight Management	139
Development of a Team Performance Concept	139
Crew Resource Management Training	140

Leadership and Professional Development	140
Leadership	141
Authority	141
Responsibility	142
Sound Decisions	142
Situational Awareness (SA)	142
Mentoring	142
Professional Development	143
Pilot Flying (PF) and Pilot Monitoring (PM) Responsibilities	143
Pilot Monitoring (PM) Intervention Strategies	144
Operating Manuals: AFM, AOM, FCOM, POH, and GOM	144
Checklists and Callouts	145
Checklist Procedures	145
Types of Checklists	146
Normal Checklists	147
Standard Callouts	148
Federal Aviation Administration (FAA) Safety Culture Promotion	149
Safety Management System (SMS)	149
Conducting Briefings	151
The Pre-Briefing “Cockpit Set-Up”	151
Standard Types of Briefings	152

CHAPTER 9

Emergency and Abnormal Procedures 159

Emergency versus Abnormal Situations	159
Emergency Procedures	159
Abnormal Procedures	161
Typical Emergency and Abnormal “Initial Memory Item” Procedures	162
General Procedures	162
Stall Prevention and Recovery Training	167
Defining a Stall	168
Stall Warning and Stall Avoidance Systems	170
Factors Leading to a Stall	172
Proper Stall Recovery Procedure	174
Upset Prevention and Recovery Training (UPRT)	175
Defining an Airplane Upset	176
Causes of Airplane Upsets	176
Preventing Airplane Upsets	178
Delayed Recovery Response	179
Upset Recovery	179

CHAPTER 10

Performance 181

- Takeoff, Climb, Landing, and Engine-Out Performance 181
 - Takeoff and Climb Performance 182
 - Enroute Engine-Out Performance Planning 184
 - Landing Performance 185
 - Braking Performance 186
- Routine Performance Planning 186
 - TOLD Cards 186
 - Airport Analysis Tables 186
 - Cruise Performance: Fuel Planning 187
 - Temperature-Derived Reduced Thrust Takeoff 188
 - Derated Thrust 189
 - Electronic Flight Bag (EFB) and Performance Planning 189
- Basic Principles of Energy Management 190
- Aerodynamic Performance Concepts:
 - Maximum Lift over Drag Ratio (Max L/D) 192
 - High Altitude/Low Energy Recovery—Speed Reductions at High Altitude 193
- Additional Aircraft Performance Concepts 194
 - Maximum Range Airspeed (V_{BR}) and Maximum Endurance Airspeed (V_{BE}) 196
 - Determining Maximum Range and Maximum Endurance 197
 - Cost Index and Economy (ECON) Cruise 198
- Airplane Performance Summary 199
- Transport Airplane Performance and Operating Limitations 199

CHAPTER 11

Weight and Balance 201

- The Weight in “Weight and Balance” 201
 - Aircraft Weight Categories 202
- Balance Considerations 202
 - CG as Percentage of MAC 202
 - Performance Benefit of an Aft CG 203
 - In-Flight CG Movement 203
- Calculating Weight and Balance in the Real World 204
 - Average Passenger Weights 204
 - Random Loading Programs 204

CHAPTER 12

Airplane Handling, Service, and Maintenance 207

- Flight Dispatch, Flight Following, and the Concept of Operational Control 207
 - Joint Responsibility of Aircraft Dispatcher and PIC 208
- Operations Specifications 209
- Fueling Procedures 209
- Standard Preflight 209
 - Aircraft Documents Review 210
 - Cockpit and Emergency Equipment Checks 210
 - Exterior Preflight Check 211
 - Final Preflight Preparations 212
- Minimum Equipment List (MEL) 212
- Configuration Deviation List (CDL) 214
- Non-Essential Equipment and Furnishings (NEF) 214
- Ground Icing 214
 - FAA Approved Ground Deicing/Anti-Icing Programs 215
 - Holdover Time (HOT) and Holdover Tables 217
 - Ground Deice/Anti-Ice Operations Training 220
- Runway Safety and Airport Surface Navigation 220
 - Runway Incursion Prevention Techniques 221
 - Airport Movement and Non-Movement Areas 221
 - Coded Taxi Routes 222

CHAPTER 13

Navigation, Communication, and Electronic Flight Control Systems 223

- Horizontal Situation Indicator 223
- Autopilots 223
- Flight Director 225
- Electronic Flight Instrumentation Systems (EFIS) 225
- Flight Mode Annunciator (FMA) 228
- Attitude and Heading Reference System (AHRS) 229
- Inertial Reference System (IRS) 229
- Inertial Reference Unit (IRU) 229
- Head-Up Displays 230

Area Navigation (RNAV)	230
VOR/DME-Based RNAV	232
Global Positioning System (GPS)	232
Global Navigation Satellite System (GNSS)	232
Inertial Navigation System (INS)	232
Using RNAV	233
Required Navigation Performance (RNP)	233
Receiver Autonomous Integrity Monitoring (RAIM)	235
Predictive RAIM (PRAIM) Check	236
Differential Global Positioning Systems (DGPS)	236
Required Navigation Performance (RNP) Approach Types	237
Latitude and Longitude	238
Flight Management System (FMS)	238
Basic FMS Components and Operating Principles	239
Basic Operation of a Generic FMS	243
ACARS	245
SELCAL Communications	246
Flight Operational Quality Assurance (FOQA)	246
Controller-Pilot Data-Link Communications	247
Datalinked ATC Clearances	247
Automatic Dependent Surveillance-Broadcast (ADS-B)	249
Electronic Flight Bag (EFB)	250
Installed EFB	250
Portable EFB	250
Levels of Automation	250
Automation Mismanagement	251
Pilot Operations in the Glass Cockpit	252

CHAPTER 14

Hazard Avoidance Systems 253

Weather Avoidance Systems	253
Airborne Weather Radar	253
Doppler Radar	259
Combined Weather Radar and Navigation Displays	260
Electrical Discharge or Lightning Detectors	261
Traffic Alert and Collision Avoidance System (TCAS)	262
Terrain Awareness and Warning Systems	263

Airborne Wind-Shear Detection and Alerting Systems	264
Predictive Wind-Shear Warning System (PWS)	264
Reactive Wind-Shear Warning System (RWS)	265
Predictive Wind-Shear Systems (PWS) versus Reactive Wind-Shear Systems (RWS)	265
Flight Envelope Protection	265

CHAPTER 15

Operational Information 269

Aerodynamics of High-Speed/High-Altitude Aircraft	269
High-Speed Flight and the Sound Barrier	269
Indicated Airspeed, True Airspeed, Mach Number and Changeover Altitudes	269
Swept Wing Aerodynamics	278
Fixed Aerodynamic Surfaces	280
IFR Operations in Turbine Aircraft	282
Profile Descents	282
Jet Routes	282
Altimetry and IFR Cruising Altitudes at Flight Levels	283
Low-Visibility Operations	283
Category I/II/III Approaches	285
Holding	286
Extended Range Twin-Engine Operations (ETOPS)	286
International Flight Operations	287
Strategic Lateral Offset Procedure (SLOP)	288
Wake Turbulence	289
Wing Tip Vortices	289
Identifying Likely Areas of Wake Turbulence	290

CHAPTER 16

Weather Considerations for Turbine Pilots 293

Low-Altitude Weather: Wind Shear and Microbursts	293
Wind Shear	293
Microbursts	294
Effects of Microbursts on Aircraft	294
Avoidance Procedures	295
Low-Level Wind Shear Alerting Systems	296
Recognizing and Responding to Wind Shear	296
Training for Wind Shear Encounters	296

High-Altitude Weather	296
Icing	297
Wind	304
The Jetstream	305
Clear Air Turbulence (CAT)	306
Avoiding CAT	308
Crosswind Operating Techniques	308
Crosswind Takeoff Techniques	308
Crosswind Operating Techniques During Landing	310
Braking Action Reports	312
Braking Action PIREPS	312
Braking Action on Wet and Contaminated Runways	314
Turbulence Avoidance, Considerations and Mitigating Strategies	314
Weather Products Available to Turbine Pilots	316
FAA Flight Service Station	317
Additional FAA-Approved Aviation Weather Sources	317
Other Sources of Weather Information	317

APPENDIX 1

Handy Rules of Thumb for Turbine Pilots	319
--	------------

APPENDIX 2

Airline, Regional, and Business Aircraft Spotter's Guide	325
---	------------

APPENDIX 3

Transport Airplane Performance and Operating Limitations	347
---	------------

GLOSSARY

Airline and Corporate Aviation Terminology	365
---	------------

BIBLIOGRAPHY	373
---------------------	------------

INDEX	377
--------------	------------

Preface

THIS MANUAL GREW from the need to summarize in one place the information a pilot is expected to know when moving up to high-performance turbine aircraft. Flying professionally in today's competitive environment demands good basic knowledge of aircraft systems and procedures. This knowledge pays off at job interviews, at ground school, and of course, in flight operations.

Most initial pilot training programs cover only those areas of "aeronautical knowledge" required to pass FAA knowledge and practical tests up through commercial and CFI certificates. By nature, such training emphasizes low-altitude piston airplane systems and operations. This book is designed to be a ready, readable source for pilots to learn and prepare for that first step up into turbine equipment and operations and for the subsequent transition into more advanced types. Such preparation is important for several reasons.

Interviewers for turbine flight positions expect a certain basic level of knowledge among applicants. This book is designed to capsule that knowledge in one place for purposes of interview preparation.

Initial training ground schools for turbine operators are relatively similar. They anticipate basic knowledge from participants and dive right into the detailed specifics of their own aircraft. We wanted to provide the basics in a form that would allow new-hire pilots to prepare for first-time turbine ground schools.

Review for recurrent training is equally important. When annual checkride rolls around the first few times in a pilot's career and at upgrade time to the captain's seat, many of the basics have been forgotten.

This is the place to refresh understanding of the basic principles of aircraft systems.

Each step of a pilot's flying career takes him or her into more advanced aircraft—from piston aircraft to turboprops, then to corporate and regional jets, and for many pilots, on to transport category aircraft. This book is designed to make every one of those transitions easier.

Finally, this manual is also for pilots and other aviation enthusiasts who simply enjoy the opportunity to learn about more-advanced aircraft, even if they don't anticipate flying them anytime soon.

New and returning readers alike will appreciate the many enhancements made in this fourth edition of *The Turbine Pilot's Flight Manual*. Along with dozens of additional illustrations and updates to technology and terminology throughout the book, we have incorporated the newly required academic subject matter for completion of an Airline Transport Pilot Certification Training Program (ATP-CTP).

The ATP-CTP is required under 14 CFR §61.156 for applicants for an ATP certificate with airplane category multiengine class rating or type rating and is designed to bridge the "knowledge gap" for pilots moving up from flying piston-powered aircraft under commercial pilot certificates to operating turbine-powered aircraft. This requires training in essential subject areas listed in Advisory Circular 61-138, *Airline Transport Pilot Certification Training Program*, covering the baseline knowledge and experience to prepare them for the duties, responsibilities, and challenges of corporate-aviation and air carrier environments.

Newly added or expanded ATP-CTP aeronautical knowledge areas include:

- Aerodynamics
- Automation
- Adverse weather conditions
- Air carrier operations
- Transport airplane performance
- Professionalism and leadership development

Our ongoing goal with *The Turbine Pilot's Flight Manual* has been to ease and accelerate pilot transition into each level of turbine aircraft, from small turbo-props and very light jets to the largest commercial

jetliners. Over the more than two decades since this book was first published, it has become a popular university and professional flight school text and required reading for many regional airline new-hire pilots in preparation for ground school.

With the addition of the recently required ATP-CTP subject matter, we hope to even better prepare pilots advancing to turbine-powered aircraft. We have pulled out all the stops in this latest edition to make the next step in your flying career smoother and more exciting than ever.

Acknowledgments

AMONG THE GREAT DIFFICULTIES of assembling a complex, comprehensive book such as *The Turbine Pilot's Flight Manual* is gathering and checking all of the information. Aircraft systems vary by manufacturer, type, and model. Procedures for flying any one aircraft type also vary tremendously from one operator to the next. Our objective is to cover turbine flying in a general way, but with enough detail to provide all of the basics. No one person can be knowledgeable in all these things.

Many individuals and companies have helped us greatly over all editions to date by sharing their expertise. We'd like to thank, first and foremost, the individuals who spent their valuable time reviewing our manuscript and sharing suggestions and information.

Keith Lamb, Boeing 787 Dreamliner Captain for a major airline, helped us immensely on this new fourth edition both by contributing expertise and by applying fresh eyes to double-check correlation of existing with new material. Captain Brian Rouse of a Canadian international carrier offered valuable suggestions for new content.

Among major-airline pilots who have generously shared their expertise via past editions are Pat O'Donnell, Don Cronk, Dick Ionata, Ray Holt, Bill Niederer, Dan Moshiri, John Trimbach, and Shane LoSasso. Engines consultant Vick Viquesney, aeronautical engineers Bruce Haeffele, Richard W. Thomas, and Paul S. Sellers, and Professor Tom Carney of the Purdue University Aviation Technology Department also contributed valuable expertise. We are grateful to them all.

We also wish to thank the many fine companies and their people who answered our technical questions and provided supporting information. While it is impossible to name them all here, among them are Allied-Signal Garrett Engine and AiResearch Los Angeles Divisions, United Technologies Pratt & Whitney, Honeywell Business and Commuter Aviation Systems, and Aerospace Systems and Technologies.

Our appreciation goes out to Joe Statt, Nick Apostolopoulos, and Michelle Statt for their multimedia contributions to *The Turbine Pilot's Flight Manual* online reader resource materials, and to Mike Fizer and the Aircraft Owners and Pilots Association for generously providing cover photos. Finally, thanks to Jean Brown for Greg's author photo on the back cover.

About the Authors



GREG BROWN's love for flying is obvious to anyone who knows his column, "Flying Carpet," in AOPA Flight Training magazine or who has read his other books, *The Savvy Flight Instructor*, *Flying Carpet: The Soul of an Airplane*, *Job Hunting for Pilots*, and *You Can*

Fly! A flight instructor since 1979, Greg was 2000 Industry/FAA Flight Instructor of the Year, winner of the 1999 NATA Excellence in Pilot Training Award, and recipient of the 2013 AOPA Let's Go Flying Award. In addition, he has served as a professional pilot in both scheduled and corporate aviation. Mr. Brown holds an ATP certificate with Boeing 737 type ratings and Flight Instructor certificate with all fixed-wing aircraft ratings including glider. An active pilot since 1971, Mr. Brown was also designated the first-ever Master Flight Instructor. He is also a noted aerial photographer. Visit Greg Brown's website at www.gregbrownflyingcarpet.com.



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Engineer (Turbojet) certificate. His professional aviation career includes extensive flight and ground instructing experience and service as a check airman for a large Part 121 regional airline. Mark also served nine years as an electronics/radar technician for the U.S. Air Force Air National Guard. Mark Holt is also co-author of *Air Carrier Operations*.

Chapter 1

Introduction

HOW TO USE THIS MANUAL

This manual is designed for both comprehensive reading and quick reference. We recognize that some readers will want to familiarize themselves with turbine operations and will read it from beginning to end. At the same time, we feel that the manual should be in a form that allows easy access to information in order to answer a question or review a system.

Pilots will immediately notice the familiar sections of an aircraft *Pilot's Operating Handbook* or *Pilot's Information Manual*, so they should find it easy to access reference information. While most sections of the book correspond to those found in aircraft manuals, we have rearranged the order of the sections in order to make logical reading for straight-through readers.

Concurrently, check out *The Turbine Pilot's Flight Manual—Aircraft Systems* online resource site. While reading this manual and examining relevant figures, you can simultaneously reference narrated color animations to enhance your understanding of complex devices and systems. Access the “Aircraft Systems” online resource site at www.asa2fly.com/reader/tpfm.

We have tried our best to minimize specific references to federal aviation regulations (FARs) due to their constant state of change. (Holding speeds changed at least twice during the writing of this manual.)

In general, procedures discussed in this book are based on commercial operations conducted under 14 CFR Parts 135 and 121. This is because the largest

percentage of turbine aircraft and pilots operate commercially. Many corporate flight departments also elect to operate under more conservative commercial rules, and in any case most of our readers are already familiar with less-stringent Part 91 operations.

One of the most exciting aspects of a flying career is the continuing personal growth that comes from mastering new knowledge. We've tried our best to convey turbine aircraft information in a manner that's as enjoyable and interesting for you as it is for us. We hope you'll agree.

TRANSITIONING PISTON PILOTS

You've earned your commercial pilot certificate, perhaps your CFI, and even an ATP. You're over the hump and off to a good start on your professional aviation career.

Now is a good time to reflect upon the knowledge and experience you've gained to date. You're an expert on piston aircraft operations and systems, sectional charts, basic aerodynamics, pilot certification requirements, low-altitude weather, and the basics of instrument flying. But there's a lot more to learn as you transition to ever more sophisticated aircraft. The hours you've invested in learning the system probably have been spent flying at slow airspeeds at altitudes below 12,000 feet. Chances are that you'll soon be operating faster equipment at higher altitudes. Looking up the career ladder you probably won't be flying

those piston aircraft you've mastered for long. Turbine engines power the airplanes at the next levels. Their mechanical and electrical systems vary considerably from the aircraft you've trained in. You'll be dealing with big-time hydraulic systems, additional flight controls, and computerized flight management systems. Some interesting new aerodynamic issues also arise with the move into turbine aircraft—when did you last worry about the sound barrier? The terminology is also different. There is no V_{NE} in turbine-powered aircraft. Maximum operating speeds are instead defined in terms of V_{MO} and M_{MO} . Approaches are conducted relative to V_{REF} .

Even your psyche as a pilot must change. As part of a two- or three-pilot crew, you'll have to master careful and precise team coordination.

Why should you care? Employers will expect at least rudimentary knowledge of turbine systems and operations at your interviews. Your first turbine ground schools will be a heck of a challenge, and plenty of pilots are waiting to fill the shoes of any washouts. You'll want to prepare as much as possible ahead of time. Finally, knowledge will help get you hired. How can you network with a friendly corporate or airline captain if you don't know what kind of jet he or she is flying?

Where does a pilot learn about these things? Most entry-level turbine jobs require a commercial pilot's certificate with multiengine and instrument ratings. The FAA doesn't require any turbine aircraft knowledge or experience to earn any of those ratings. And many private flight schools don't even address turbine topics since graduates are still 1,000 hours away from their ATPs. Graduates of university flight programs are sometimes introduced to turbine operations and systems, but years may pass before the knowledge is applied.

"I want a turbine job, but I don't know anything about it. Somewhere there must be a straightforward book that explains this stuff in general terms!" This book is designed to do just that: introduce you to the basic concepts and terminology of multi-pilot turbine aircraft.

We recommend that you read the book from front to back, with an eye toward picking up the principles and the terminology. If you have a ground school scheduled, follow up by seriously reviewing topics that directly relate to your upcoming job. Then go back to the training section in Chapter 2. You'll be able to prepare a specific study program for yourself by following the suggestions there.

Obviously, we can't cover every aspect of every turbine aircraft in one book. Our goal, rather, is to familiarize the upgrading pilot with turbine aircraft in a broad introductory manner. You won't be ready to fly a turboprop or jet after reading this book, but you will know what they're talking about in ground school.

TRANSITIONING MILITARY AVIATORS

Among our target readers are current or ex-military pilots interested in pursuing civilian flying careers. Military fliers have always been rated among the best candidates for civilian jobs. However, some aspects of civilian flying are markedly different from what military pilots may be used to. Military pilots, while having received excellent training, often lack exposure to certain topics that civilian employers expect them to know. Throughout the book, we have made a thorough effort to point out issues of special interest to you, the military pilot. Based on the comments of military pilots who've already transitioned to civilian aviation, we especially encourage you to concentrate on certain topics as you proceed through this book. Even minimal understanding of the following areas should pay off at interview time, in ground school, and on the flight line.

Crew Resource Management

If there is a single, most important topic impacting your success in today's civilian aviation market, it is "CRM": "crew resource management" (also known as "cockpit resource management"). This term refers to the latest procedures for interaction and coordination of multi-pilot crews. At interviews, on your simulator checkride, during flight training, and on line you can expect constant evaluation of your performance in this context.

Crew resource management skills become virtually a state of mind among multi-pilot crews. Your career may be heavily impacted based on whether employers perceive you as part of the CRM process or as a lone-wolf pilot. (See "Crew Resource Management" in Chapter 8.)

If you've been flying single-pilot operations, pay particular attention to CRM issues in your reading. It would also be well worth your time to take one of the excellent CRM workshops offered around the country.

A related topic is checklist procedures. These vary significantly between civilian and some military operations, especially if you've been flying single-pilot aircraft. We recommend covering that section (Chapter 8, also) in some depth and perhaps practicing checklist procedures with friends who've already made the civilian transition.

Training by Civilian Employers

Once hired by a civilian employer, you'll probably enjoy your training. While often challenging and intensive, civilian ground and flight training is generally based on the concept of "train to proficiency." The intent is to train all hired pilots until they're sharp, rather than wash people out. Standard training procedures and preparation suggestions are covered in Chapter 2.

If there's anything to be careful of in civilian training, it's to avoid coasting, due to the relaxed and supportive nature of classes. Pilots do flunk out of training. Participants need to be self-motivated because there are plenty of other applicants waiting if anyone drops out. (It's not uncommon for outside pilots to show up uninvited at smaller operations on the first day of ground school, with hopes of filling any unexpected slots.)

Civilian Aircraft and Civilian Aviation Terminology

As a military pilot, you probably haven't spent much time around regional or corporate aircraft or the latest airline equipment. You may be familiar with the Boeing 747s and the Airbus A-320s operated by the majors. But can you tell the difference between an Airbus A-330 and a Boeing 767? How about the forty or so most common commuter and corporate aircraft?

You may lump civilian aircraft identification skills into the "nice to know but not really important" file. However, it takes only one detailed taxi clearance at a major airport to prove that civilian aircraft identification skills are a necessity (for example, "American 71, wait for the A-330, then taxi via the inner, hold short of K, wait for the Embraer RJ145, then transition to the outer behind, and follow the Falcon Jet to 25R").

Review the Airline, Regional, and Corporate Aircraft Spotter's Guide (see Appendix 2) to improve your civilian aircraft identification skills. Spend some time at the airport checking out these aircraft. The knowledge will pay off for you on the line. Aircraft

familiarity is also important when deciding where to apply for a flight position. Your life on the job will vary tremendously depending on whether or not the aircraft you fly are pressurized, carry flight attendants and refreshments, and are equipped with lavatories or autopilots.

A civilian airline and corporate terminology section has also been included in this book, with you in mind. (See the Glossary.) Like the military, civilian aviation has its own lingo. The more familiar you are with the system, the more comfortable your transition to civilian aviation will be.

Once you've gotten through the book, we strongly encourage you to subscribe immediately to some of the excellent civilian aviation magazines currently available. Join online aviation forums (Google "aviation forums"), read active posts, and ask questions. You'll learn more about the airplanes, lingo, and issues facing the industry. Go hang around the airport, too. Pilots everywhere love to show off their airplanes. Besides, some may turn into job contacts.

Aircraft Systems

Depending upon what types of aircraft you've been flying, there are probably significant differences in aircraft systems that you'll need to learn. We recommend skimming all of the systems chapters (Chapters 3–6) for minor differences and then returning in more depth to those systems unfamiliar to you.

One system, in particular, is brand new and challenging for many transitioning military pilots: propellers. We have included a special supplement on propeller basics for those who may not be going straight into jets. (Review "Propeller Supplement for Transitioning Military Jet Pilots" and then "Turboprop Propeller Systems" in Chapter 3.)

Contemporary Issues in the Aviation Industry

While brief, "Contemporary Issues in the Aviation Industry" in Chapter 2 is very important to you. Social and union issues have become extremely sensitive in today's civilian aviation industry. It's important to maintain the proper mind-set if you want to get hired and to keep and enjoy your job.

About Your Civilian Counterparts

Finally, a few words are in order regarding your civilian counterparts. Many military pilots wonder about the credentials of the civilian pilots they'll be flying with. Most civilian pilots earn their ratings through university flight programs, at private flight schools, or with private flight instructors. Civilian flight training varies tremendously in quality. While some pilots graduate from top-notch programs comparable in quality with military training, others collect their training from many different sources, a la carte. (The predictable nature of military training is one of your competitive points as a job candidate.)

To gain flight hours and professional experience, the typical newly graduated civilian pilot works first as a flight instructor (CFI) for a year or so, then moves on to cargo, air-tour, or air-taxi operations. ("Air-taxi" refers to commercial, on-demand charter

operators.) From there, he or she moves to a regional (commuter) airline or corporate flight department. (The luckier ones may skip a level or two on their way up the ladder.) To be sure, by the time civilian pilots make it to the higher professional levels, they're pretty sharp. In particular, many have excellent all-weather flying experience in commercial operations. Like your military peers, most civilian pilots aspire to corporate or airline jet captains' positions.

In the course of flying you'll probably hear about some interesting "time-building" jobs held by your civilian counterparts during their careers. Bush flying, island cargo hopping, emergency medical flying, water bombing, mercenary and missionary flying make some of their stories almost as good as yours! Most pilots would agree that a combination of military and civilian backgrounds makes for a great flight department.

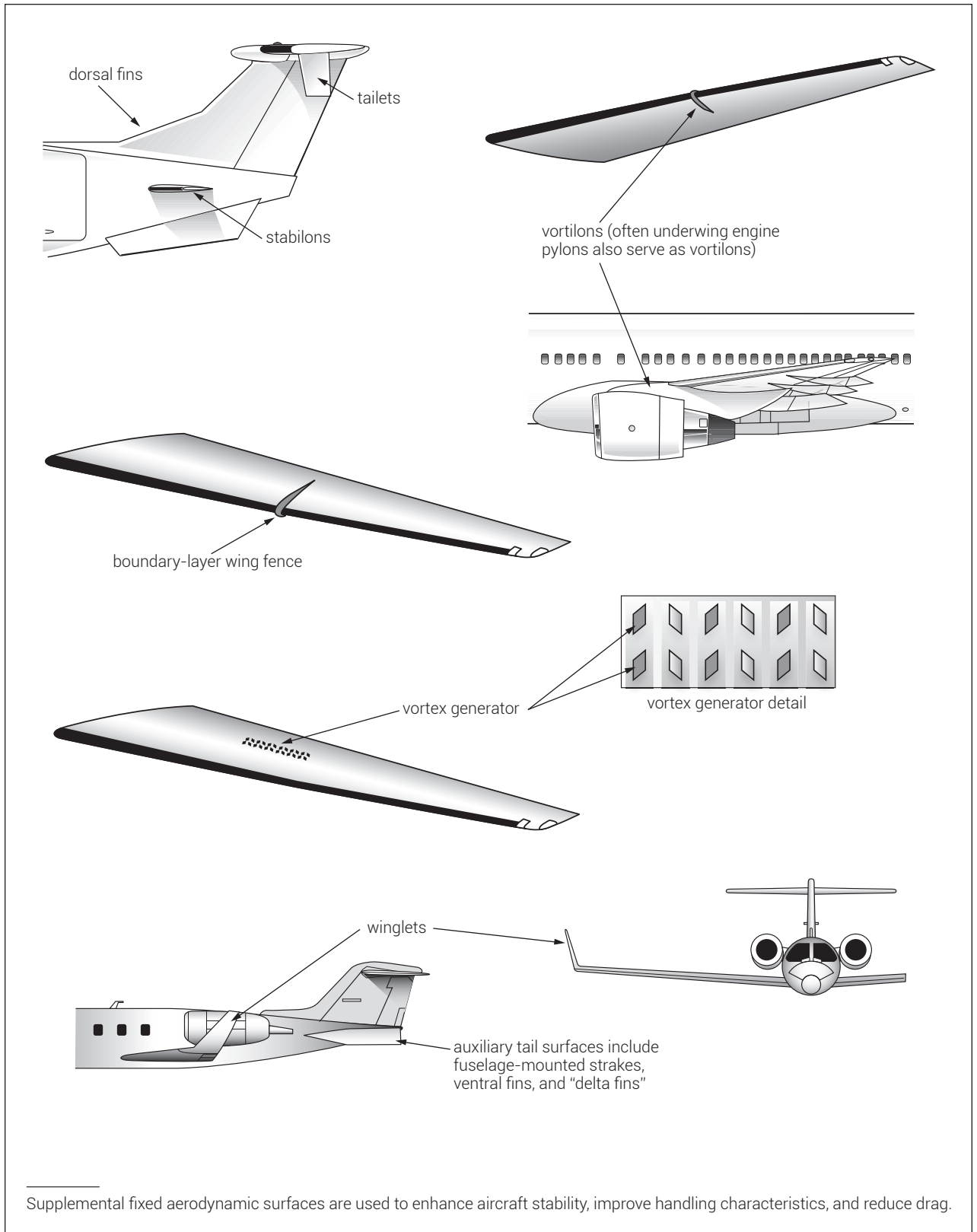


FIGURE 15.13 | Taillets, vortex generators, boundary-layer wing fences, vortilons, stabilons, and ventral fins.

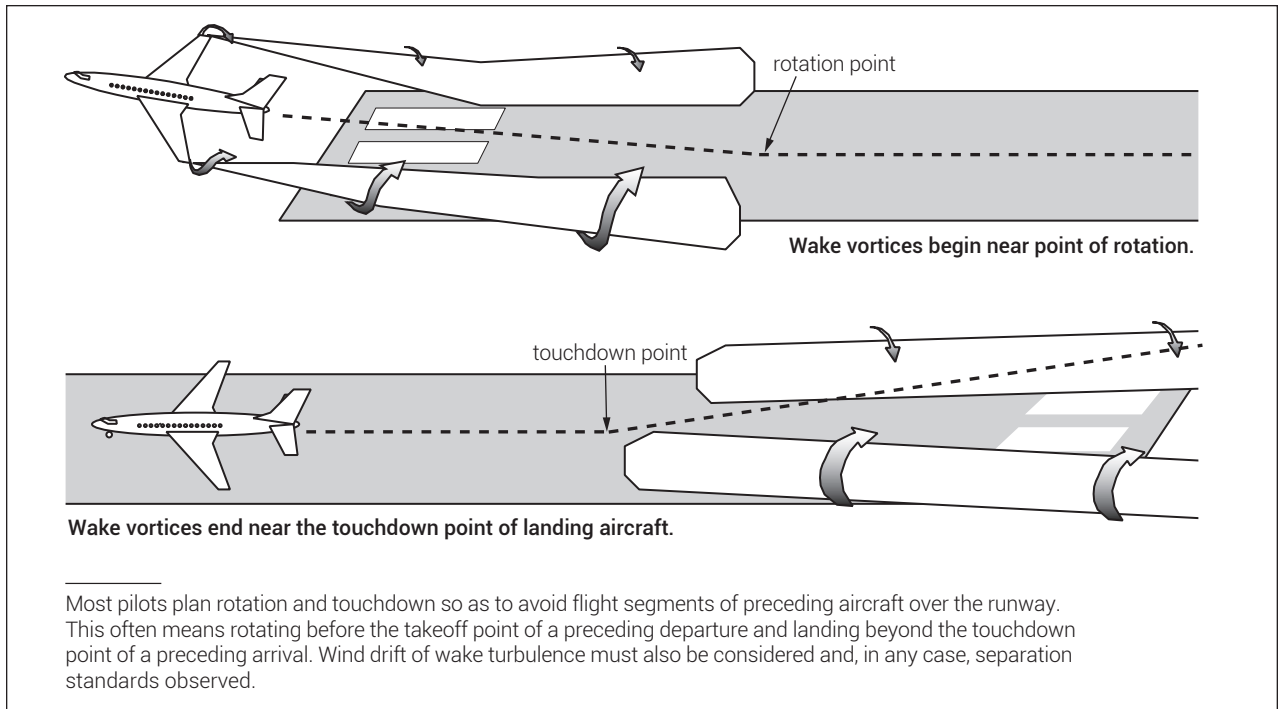


FIGURE 15.17 | Wing tip vortices on takeoff and landing.

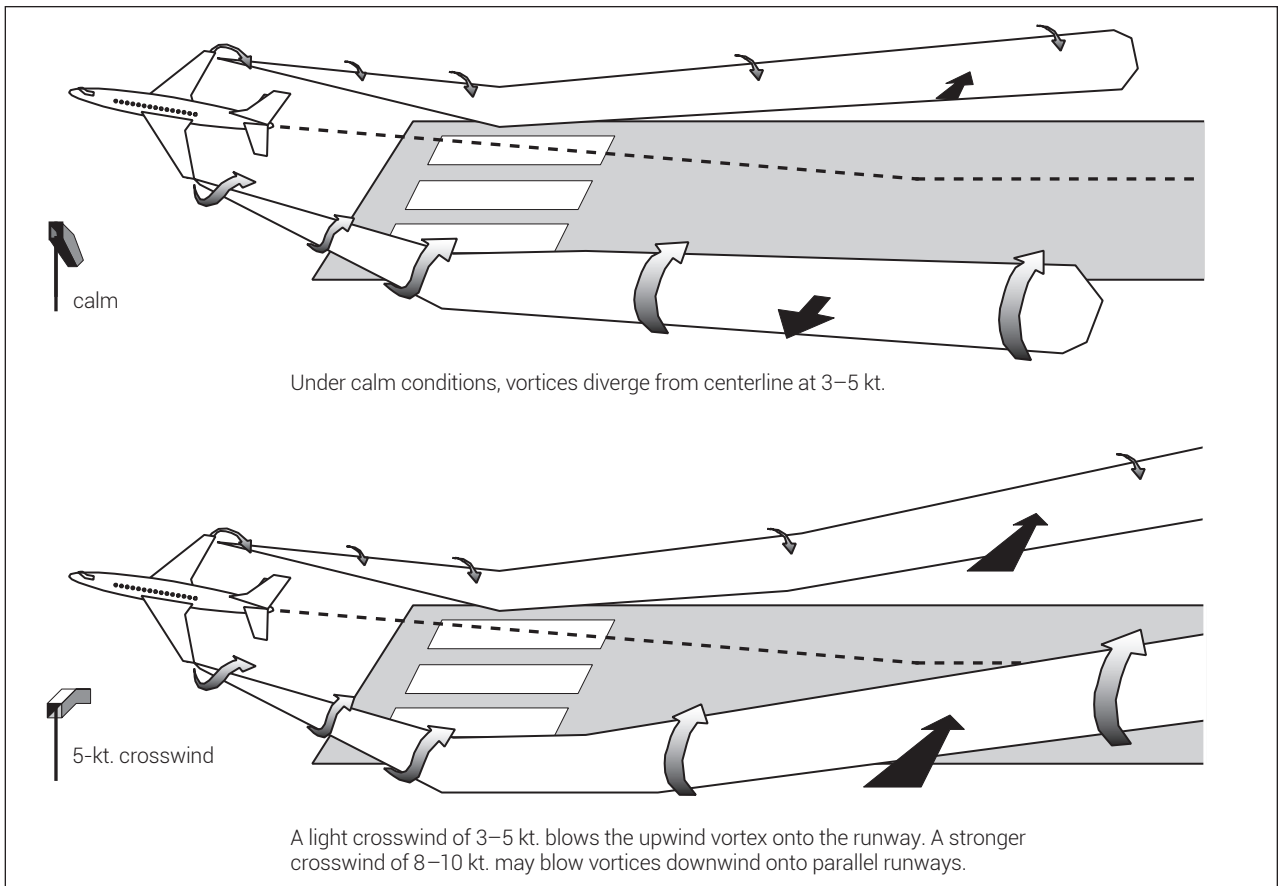


FIGURE 15.18 | Effect of crosswind on wing tip vortices.

THE TURBINE PILOT'S FLIGHT MANUAL

FOURTH EDITION

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Everything a pilot is expected to know when transitioning to turbine-powered aircraft.

Whether you're preparing for a turbine aircraft ground school, studying for your Airline Transport Pilot (ATP) certificate, priming for a corporate or airline interview, or upgrading into a personal jet or turboprop—*The Turbine Pilot's Flight Manual* is for you. With precision and humor, authors Greg Brown and Mark Holt cover all the basics for turbine pilot operations, clearly explaining the differences between turbine aircraft and their piston engine counterparts.

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The Turbine Pilot's Flight Manual introduces all the principles and lingo required to "talk turbine." Many airlines and corporate flight departments recommend reading it before interviewing and prior to attending ground school.



Greg Brown's love of flying is obvious to anyone who knows his column, "Flying Carpet" in AOPA's *Flight Training* magazine, or who has read his other books, *You Can Fly!*, *The*

Savvy Flight Instructor, *Job Hunting for Pilots*, and *Flying Carpet: The Soul of an Airplane*. Greg was the 2000 National Flight Instructor of the Year, the first Master CFI, and was awarded the 2013 AOPA Let's Go Flying Award. Greg holds an ATP certificate with Boeing 737 type rating, and flight instructor certificate with all fixed-wing aircraft ratings.



Mark J. Holt, a pilot for a major airline who has logged over 20,000 hours in his 35 years of flying, holds an ATP certificate with Boeing 757/767, Airbus

319/320/321, BAE Jetstream 41 type ratings, and Flight Engineer (Turbojet) as well as flight/ground instructor certificates. His professional aviation career includes extensive flight and ground instructing experience and service as a check airman for a large regional airline. Mark is also co-author of *Air Carrier Operations*.