C R E W   B R E I F I N G

V1 = _____   Vref = _____

V2 = _____

F/O hold forward pressure on yoke & keep wings

level with ailerons, call 60 knots, V1 & V2;

retract landing gear on my command. If we loose

an engine before V1, we will abort the take-off,

reversing as necessing. After V1 we will continue

the take-off and treat as an "IN-FLIGHT EMERGENCY".

We will request vectors back to this runway for a

landing. Flight Engineer will back me on the throt-

tles and monitor engine instruments. ANY QUESTIONS?

Power Settings: VMC = 83k

T/O $59\frac{1}{2}$"/2800   VMO = 248k
                                 VNE = 297k

METO $48\frac{1}{2}$"/2600   Vle = 170k
                                 Vfe 30° = 170k

CLIMB   39" /2400   Vfe 30°+ = 150k

CRUISE 33" /2100   Land Lites = 210k
                                 Max Feather = 212k
                                 Max UN-Feather = 135k
                                 Max Auto-Pilot = 212k

Turbulance 83,200# or Over = 160k
           83,200# or Less = 150k

When SAFELY AIRBORNE
  GEAR-UP

140 kts = "FLAPS-UP" "Landing Lights"

150 kts "METO power" "ADI-off"

160 kts "Climb power"
  1000' AGL'
"AFTER TAKE-OFF CHECK"

    ENROUTE ↗ @ 160 kts

95 000 +   1500 bhp @ 2400 Rpm

95000 -   1400 bhp @ 2300 Rpm

DEMONSTRATION STALLS:

Clean configuration Gear-UP, Flaps-UP

MAP 21" RPM 2100   approx. 100kts V2= 120k

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Take-Off configuration, Gear-UP, Flaps 20°

in a turn with 15° bank.

MAP 21" RPM 2100 approx. 80 kts V2=110k

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Landing configuration, Gear-DOWN, Flaps 50°(FULL

MAP 21" RPM 2100 approx. 80kts V2=100kts

- - - - - - - - - - - - - -

THREE ENGINE ILS:

MAP 39" 2400 RPM 140kts Flaps 20° at OM/

Glide Slope Intercept-Gear DOWN, 2600 RPM Flaps

30° - Fulll Flaps when landing assured.

TWO ENGINE ILS:

MAP 49" 2600 RPM 150kts. OM/GS INCPT FLAPS 20

2800 RPM - 140 kts - Gear DOWN when Landing

ASSURED

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