

Welcome Aboard!

FREQUENT FLYERS CLUB

Passenger Briefing Card.

This briefing card is furnished so that you FREQUENT FLYERS have a better understanding of the unique characteristics of the C-123K. PLEASE feel free to ask questions at any time about any subject relating to the airplane.

FIREARMS

Please empty, clear and safe all firearms. Do this outside the aircraft at the "Weapons Clearing Area". If you have not done so already. A clearing barrel is provided at weapons clearing area for your convenience.

SEATBELTS

Please keep your seatbelt fastened at all times. We have implemented an emergency procedure whereby the air freight specialist can unlatch the chains securing the cargo pallets, lower the ramp, raise the door and drop the cargo pallets in less than two minutes. This procedure results in a pitch-up followed by a push-over (or negative "G" factor) for a few seconds. Any passenger not properly secured during this procedure could risk falling out of the aircraft during this time. For this reason we require that all passengers rigidly adhere to the Fasten Seat Belt request during the entire flight.

NO SMOKING

At any time in or within fifty (50) feet of the aircraft, particularly during refueling.

AIRSICKNESS

Ask the Loadmaster for a sickbag if you feel nauseated.

IN FLIGHT RELIEF

There is a relief tube in the right rear area of the aircraft. We ask that only one person at a time use this facility for safety reasons as noted above and privacy.

RADIOS AND MISC EQUIPMENT

DO NOT operate any radios/electronic equipment while on board the aircraft. These may interfere with the aircraft navigational equipment.

DO NOT try to open any doors or tamper with aircraft equipment. If you have any needs or requests, ask the Loadmaster.

OXYGEN

When the aircraft climbs above 12,000 ft (4,000 M) you will be given an oxygen mask. The Loadmaster will adjust all required valves. If you have any trouble breathing, please raise your hand and the Loadmaster will immediately help you. Frequent flyers will be issued their own oxygen mask. Please ask Loadmaster for assistance in connecting this mask correctly.

TRASH

Please put all trash in the receptacles aboard the aircraft or carry it outside with you at the end of the flight.

C-123K INTRODUCTION

For those of you who are new to flying in Reciprocating Powered Aircraft and/or the C-123K, we offer you the following information which will give you a better understanding about our aircraft.

First, the most noticeable difference between a big round engine and a jet, is the oil that collects in, on and around the aircraft. You will see it on the engine cowl, the fuselage, the ground and your shirt if you get too close. These engines can use up to five gallons per hour and they not only burn it internally but also squirt it out externally through the push rod housings and other places. The great clouds of smoke that you see on engine start are also normal. This is from oil that has leaked into the exhaust stacks since the last flight and is now being heated. All this in NORMAL. If you would like a closer inspection of the engine, please ask one of the C-123K crew to explain the general items to you.

Sometimes, it may appear that the engine does not want to start immediately. This is part of the pilots starting procedure. During engine start, we turn the engine over "15 blades" on the first start of the day before turning on the ignition. This is to insure that no oil has collected in the engine that would result in a "liquid lock" and also to lubricate the engine for running. Secondary starts usually need a minimum of "9 blades" before starting.

Certain taxi checks are made as the aircraft leaves the parking area. Both pilots check their brakes and their flight instruments, this being done by turning first one way and then the other. During taxi, we also check the propeller reverse circuits which may result in a slight swerve. The C-123K has a longer run-up than most transport aircraft due to having the two jet engines which are started just before takeoff. This jet start also requires that the reciprocating engines be at 1,500 RPM so that all four of the 300 amp generators are on the line.

When the C-123K is ready to start its takeoff roll, the jets are accelerated to 100% and the noise level in the cabin is very high. The jets are controlled with electrical toggle switches and frequently do not accelerate at the same rate. Even with the aircraft stationary with the brakes set, this may result in a momentary swerving movement of the aircraft.

At lift-off, the landing gear is retracted and the noise level will change and a wind current felt as the nose gear doors open and close.

After take-off, the reciprocating engines (propellers) will slow down as TAKE-OFF power is reduced to MAXIMUM EXCEPT TAKE-OFF and then CLIMB power. During the latter part of the climb to cruise altitude, the superchargers are shifted to high blower and you will notice a change in engine sounds. During climb, if you experience any pressure in your ears, yawning or chewing gum should help.

During let-down, the jet engine power will be reduced resulting in a significant change in the noise level. Condensation may cause a fog or visible moisture in the cabin due to the changes in altitude and temperature. Ear discomfort may happen in decent also and can be relieved by pinching the nose and gently blowing into it. If extreme pain is felt, advise the Loadmaster who will have the Captain level the ship for a period of time until you can clear your ears.

When the landing gear is lowered before landing, a loud rushing noise followed by a rush of air will be felt in the cabin. This is due to the landing gear doors opening to allow the gear to come down.

During landing roll, the engines will accelerate as the propellers are reversed and you will feel the rapid deceleration of the aircraft.

After the aircraft comes to a complete stop at the parking area, you may unfasten your seatbelt and prepare to deplane. Do not forget any hand baggage you may have.

DURING ANY EMERGENCY, FOLLOW THE INSTRUCTIONS OF THE LOADMASTER. He is in command of the cargo section of the C-123K. We hope that this briefing card may give you a better understanding of the C-123K and make your flights more routine in nature. In order to help US help YOU again, PLEASE ASK QUESTIONS.