

SAFETY SUPPLEMENT

FLIGHT MANUAL

USAF SERIES

C-118A and VC-118A AIRCRAFT

THIS PUBLICATION SUPPLEMENTS T. O. 1C-118A-1. Reference to this supplement will be made on the title page of the basic manual by personnel responsible for maintaining the publication in current status.

COMMANDERS ARE RESPONSIBLE FOR BRINGING THIS SUPPLEMENT TO THE ATTENTION OF ALL AF PERSONNEL CLEARED FOR OPERATION OF SUBJECT AIRCRAFT.

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

NOTICE: Reproduction for non-military use of the information or illustrations contained in this publication is not permitted without specific approval of the issuing service

26 JUNE 1963

1. PURPOSE.

To caution flight crew members that TACAN may Lock-On a false bearing.

2. GENERAL.

Occasionally TACAN equipment will "Lock-On" to a false bearing which will be 40° or a multiple of 40° in error. These errors can be on either side of the correct bearing. When the TACAN "Locks-On" a false bearing, switching to another channel and then back to the desired channel, or turning the set off and then back on will recycle the search mode. This will most probably result in a correct "Lock-On."

This deficiency does not effect the DME display provided by the TACAN equipment.

3. INSTRUCTIONS.

a. When using TACAN, cross check for false "Lock-On" with ground radar, airborne radar, VOR, dead reckoning or other available means. These cross checks are especially important when switching channels or when turning set on.

b. If a false "Lock-On" is suspected, switch to another channel, check it for correct bearing and then switch back to the desired channel.

c. Check for correct "Lock-On."

d. If false "Lock-On" is still suspected, turn set off and then ON.

e. Recheck for correct "Lock-On."

f. If false "Lock-On" persists, utilize the other equipment or aids available.

NOTE

If, during an emergency the size and direction of error can be determined, TACAN can be utilized if compensation is made for the error in TACAN bearing.

END