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T.O. 1F-16C-1

FLIGHT MANUAL

NOV 19 1999

USAF SERIES AIRCRAFT

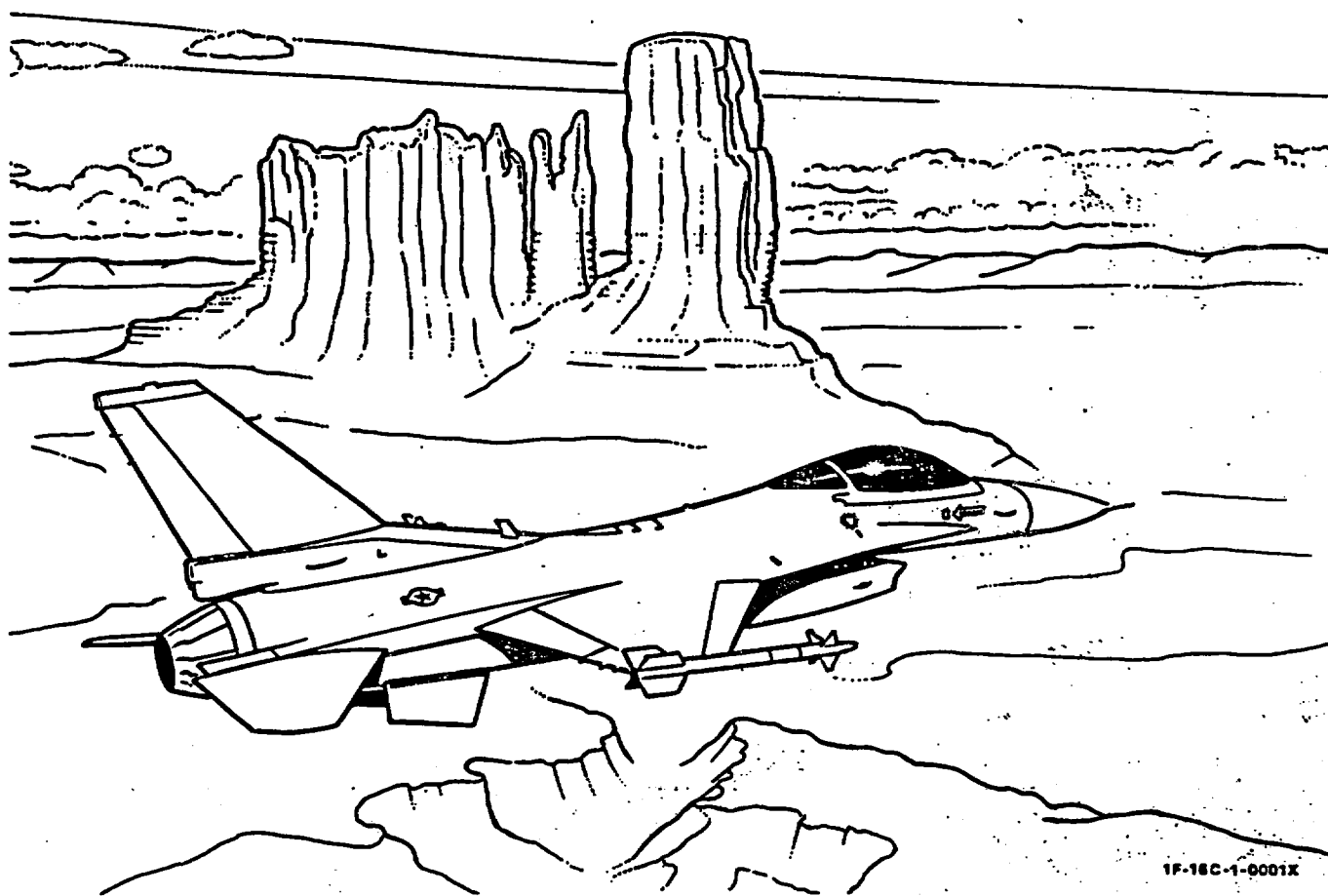
F-16C/D

BLOCKS 25, 30, AND 32

LOCKHEED MARTIN CORPORATION

F33657-82-C-2034

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1F-16C-1-0001X

Commanders are responsible for bringing this publication to the attention of all Air Force personnel cleared for operation of subject aircraft.

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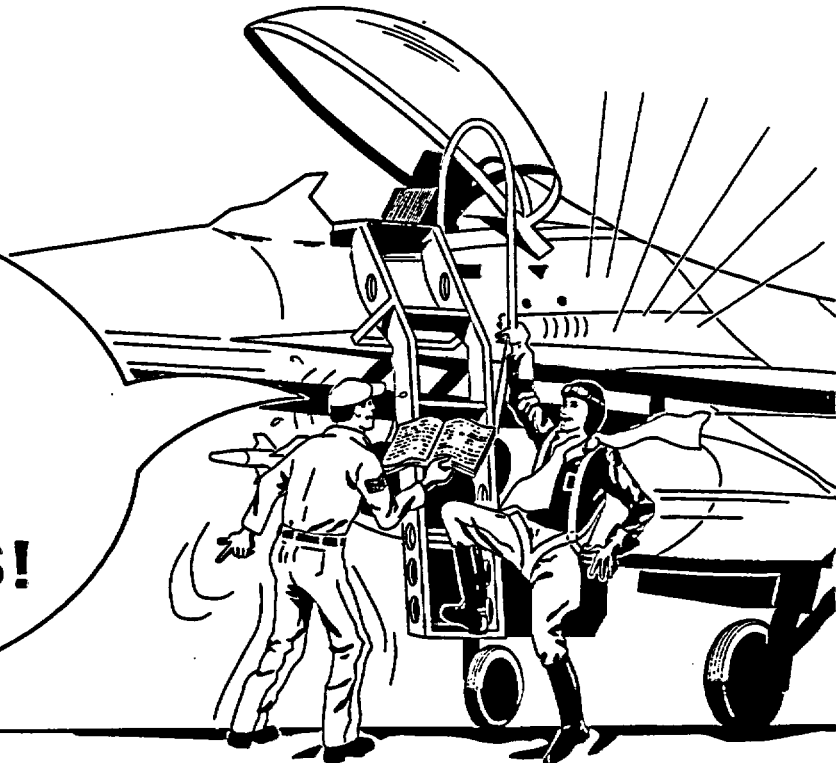
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In the matter of PFS
Staff _____ IDENTIFIED
Applicant RECEIVED
Intervenor _____ REJECTED _____
Cont'g Off'r _____
Contractor _____ DATE 7-03-02
Other _____ Witness Horstman
Reporter R. Davis

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RULEMAKINGS AND
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**BEFORE
YOU
TAKE OFF,
READ THIS!**

1F-16X-1-0002X0

SCOPE

This manual contains the necessary information for safe and efficient operation of the aircraft. These instructions provide a general knowledge of the aircraft and its characteristics and specific normal and emergency operating procedures. Pilot experience is recognized; therefore, basic flight principles are avoided. Instructions in this manual are prepared to be understandable to the least experienced pilot who can be expected to operate the aircraft. This manual provides the best possible operating instructions under most conditions. Multiple emergencies, adverse weather, terrain, etc., may require modification of the procedures. This manual must be used with one or more of the following manuals to obtain information necessary for safe and efficient operation:

- T.O. 1F-16C-1-1 Supplemental Flight Manual, F-16C/D Aircraft
- T.O. 1F-16C-1-2 Supplemental Flight Manual, F-16C/D Aircraft
- T.O. 1F-16C-5-2 Loading Data

- T.O. 1F-16C-6CF-1 Acceptance and Functional Check Flight Procedures Manual, F-16C/D Aircraft
- T.O. 1F-16C-25-1 Nuclear Weapons Delivery Manual (SECRET) (Title Unclassified)
- T.O. 1F-16C-25-10 Aircrew Practice Bomb Delivery Procedures
- T.O. 1F-16C-34-1-1 Avionics and Nonnuclear Weapons Delivery Flight Manual
- T.O. 1-1M-44-1FD Combat Weapons Delivery Software (CWDS)
- T.O. 1F-16C-39 Aircraft Battle Damage Repair
- T.O. 1-1C-1 Basic Flight Crew Air Refueling Procedures
- T.O. 1-1C-1-30 F-16 Flight Crew Air Refueling Procedures

CHANGE SYMBOL

The change symbol, as illustrated by the black line in the margin of this paragraph, indicates changes made to the current issue.

WARNINGS, CAUTIONS, AND NOTES

The following definitions apply to Warnings, Cautions, and Notes found throughout the manual.

WARNING

Operating procedures, techniques, etc., which could result in personal injury or loss of life if not carefully followed.

CAUTION

Operating procedures, techniques, etc., which could result in damage to equipment if not carefully followed.

NOTE

An operating procedure, technique, etc., which is considered essential to emphasize.

USE OF WORDS SHALL, WILL, SHOULD, AND MAY

The word shall or will is used to indicate a mandatory requirement. The word should is used to indicate a nonmandatory desire or preferred method of accomplishment. The word may is used to indicate an acceptable or suggested means of accomplishment.

USE OF WORDS AS DESIRED AND AS REQUIRED

As desired allows pilot preference in switch/control positioning.

As required indicates those actions which vary based on mission requirements.

AIRSPEED REFERENCES

All references to airspeed quoted in knots refer to indicated airspeed.

PILOT'S RESPONSIBILITY - TO LET US KNOW

Every effort is made to keep the flight manual current. Review conferences with operating personnel and a constant review of safety investigation and flight test reports assure inclusion of the latest data in the manual. Comments, corrections, and questions regarding this manual or any phase of the flight manual program are welcomed. These should be forwarded on AF Form 847 in accordance with AFI 11-215 through command headquarters to OO-ALC/YPVT, 6080 Gum Lane, Hill AFB, UT 84056-5825.

PUBLICATION DATE

The date appearing on the title page represents the currency of material contained herein.

AIRCRAFT AND COCKPIT DESIGNATION CODES

System and/or component effectivity for a particular aircraft version/cockpit is denoted by a letter code enclosed in a box located in the text or on an illustration. The symbols and designations are as follows:

No code - F-16C and F-16D aircraft

- C** F-16C aircraft
- D** F-16D aircraft
- DF** F-16D aircraft, forward cockpit
- DR** F-16D aircraft, rear cockpit
- SI** Small inlet
- BI** Big inlet

ENGINE DESIGNATION CODES

System and/or component effectivity for a particular engine version is denoted by an engine code enclosed in a box located in the text or on an illustration. The symbols and designations are as follows:

No code - Any engine

- PW220** F100-PW-220 or F100-PW-220E
- GE100** F110-GE-100
- GE 100/SI** F110-GE-100/small inlet
- GE 100/BI** F110-GE-100/big inlet

EQUIP HOT CAUTION LIGHT

If EQUIP HOT caution light illuminates:

NOTE

- Certain ECS equipment malfunctions result in temporary shutdown of the ECS and illumination of the EQUIP HOT caution light.
 - An ECS shutdown and EQUIP HOT caution light illumination for up to 2 minutes can occur either during extended LG down flight between sea level and 7000 feet MSL or during operation above a line from 42,000 feet MSL at 0.2 mach to 50,000 feet MSL at 0.95 mach. These ECS shutdowns are normal, but may still require additional action if the EQUIP HOT light remains on for more than 1 minute.
 - If cockpit temperature is excessive, refer to COCKPIT PRESSURE/TEMPERATURE MALFUNCTION, this section.
1. AIR SOURCE knob - Confirm in NORM if smoke or fumes are not present.
 2. Throttle - 80 percent rpm minimum (in flight).

If EQUIP HOT caution light remains on after 1 minute:

3. Nonessential avionics - Off.

NOTE

If in VMC and the ADI and HSI are not required for flight, the INS should be considered nonessential.

4. Land as soon as practical.

EJECTION

Ejection should be accomplished at the lowest practical airspeed.

WARNING

- When in a spin/deep stall or other uncontrolled flight, eject at least 6000 feet AGL whenever possible. This is the minimum altitude to initiate ejection with minimal risk of injury under the most adverse conditions. The decision to eject must have been made prior to this altitude. Delaying ejection below this altitude may result in serious injury or death.
- Under controlled flight conditions, eject at least 2000 feet AGL whenever possible. If below 2000 feet AGL, attempt to gain altitude if airspeed permits. Do not delay ejection below 2000 feet AGL for any reason which may commit you to unsafe ejection.
- Failure to monitor sink rate and height above terrain while performing an airstart or applying low thrust recovery procedures can result in an ejection outside the ejection seat performance envelope.
- Increased potential for injury due to drogue parachute opening shock exists for ejection above 420 knots. The risk of injury at higher airspeeds increases significantly for body weights less than 140 pounds (below the ACES II ejection seat design range of 140-211 pounds).
- Wind blast exerts medium force on the body up to 450 knots, severe forces causing flailing and skin injuries between 450-600 knots, and excessive force above 600 knots.
- During high altitude ejections (mode 3), automatic pilot/seat separation and recovery parachute deployment occur between 16,000-14,500 feet MSL. If high terrain is a factor, manual seat separation procedures must be used to bypass the automatic sequence.

To eject, grasp ejection handle using a two-handed grip with thumb and at least two fingers of each hand. Pull up on handle and continue holding until pilot/seat separation. The ejection handle does not separate from the seat.

Refer to figure 3-5 for manual seat separation and manual survival equipment deployment.

Ejection (Immediate)

1. Ejection handle - Pull.

Ejection (Time Permitting)

If time permits, descend to avoid the hazards of high altitude ejection. Stow all loose equipment and direct the aircraft away from populated areas. Sit with head against headrest, buttocks against back of seat, and feet on rudder pedals.

1. IFF MASTER knob - EMER.
2. MASTER ZEROIZE switch (combat status) - ZEROIZE.
3. Loose equipment and checklist - Stow.
4. Lapbelt and helmet chin strap - Tighten.
5. Night vision devices - Remove (if appropriate).
6. Visor - Down.
7. Throttle - IDLE.
Slow to lowest practical airspeed.
8. Assume ejection position.
9. Ejection handle - Pull.

Failure of Canopy To Separate

If canopy fails to separate, remain in position for ejection while keeping arms inboard and perform the following:

WARNING

If canopy is jettisoned or manually released/opened after pulling the ejection handle, the ejection seat functions immediately after canopy separation. Be prepared to immediately put arm back in ejection position when the canopy starts to separate.

1. Canopy - Open normally.
2. Canopy - Jettison.

WARNING

Pulling the CANOPY JETTISON T-handle other than straight out may cause the handle to jam. If the CANOPY JETTISON T-handle is mounted so that the words CANOPY JETTISON engraved on the T-handle are upright, then an underhand grip should be used. If the CANOPY JETTISON T-handle is mounted so that the words CANOPY JETTISON are inverted, then an overhand or underhand grip may be used.

3. MANUAL CANOPY CONTROL handcrank - Push in and rotate ccw.

WARNING

Use of the CANOPY JETTISON T-handle or MANUAL CANOPY CONTROL handcrank may result in serious injury. To minimize chances of injury, immediately release the handle when the canopy starts to separate.

Ejection Seat Failure

If the ejection seat fails to function after the ejection handle is pulled and the canopy has separated from the aircraft, there are no provisions designed into the escape system for manual bailout.

DITCHING

Ditch the aircraft only as a last resort. All attempts to eject should be accomplished prior to ditching.