First Things First...

All Students scheduled to attend IFT must comply with administration instructions posted in the ETCA for their particular course. Refer to ETCA HOME at [https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx](https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx)


Please be advised you may need to first clear the SSL state and cache in Internet Options and restart your browser. Also, please ensure you select your DoD E-mail certificate if it prompts you to use your certificate. If all else fails, please try Chrome and Edge.

NOTE: PRIVATE PILOT CERTIFICATE (PPC) HOLDERS OR HIGHER ARE PROHIBITED FROM ATTENDING IFT WITHOUT A WAIVER FROM AETC. QUESTIONS? CALL 19 AF/DOUA AT (210) 652-9646.

READ AND COMPLY WITH THIS ENTIRE GUIDE!!  
FAILURE TO DO SO COULD RESULT IN YOUR REMOVAL FROM IFT!

IF YOU HAVE QUESTIONS NOT ADDRESSED IN THE GUIDE, CONTACT THE IFT MILITARY LIAISON:

719-423-8340

Your Mailing Address while attending IFT:

Doss Aviation Initial Flight Training  
C/O (First Name, Last Name & Class #)  
Suite 200  
1 William White Blvd.  
Pueblo CO 81001

Things to do:

- Read this entire guide and watch the Success at IFT video via the [L3Harris Doss website](https://www.l3harris.com)!
- Comply with pre-arrival requirements outlined in their respective sections:
  - Travel and In-Processing
    - Complete your travel arrangements in DTS
    - Provide your travel itinerary to L3 Harris Doss NLT 7 days prior to class start date via button on [L3Harris Doss website](https://www.l3harris.com)
  - Uniforms
  - Medical and Student Pilot Certificates
- Memorize Boldface and Ops Limits
**306 FTG/CC Welcome**

Welcome to the 306th Flying Training Group and Pueblo, Colorado. As you walk through the doors of the 1st Flying Training Squadron, you take your first steps into Air Force Flight Training. The program you are about to enter stresses airmanship and discipline and will lay the foundation for your operational career.

I challenge each of you to make the right choices while at Initial Flight Training. This is your first chance to see how the Air Force trains its aviators. Take the commensurate steps to ensure you don’t waste this opportunity. Study your academics. Prepare for your flights. Take care of your classmates and yourself. Develop the habits and discipline that will follow you through your rated career.

Most importantly, I expect you to treat your instructors and classmates with dignity and respect in accordance with our core values. Protect your integrity, strive for excellence, and remember that service to our country is bigger than any of us.

On behalf of the 306th Flying Training Group, we wish you success during your time in Pueblo and in the rest of your Air Force career.

//SIGNED//

JOEL R. DeBOER, Col, USAF
Commander

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**1 FTS/CC Welcome**

Congratulations on your selection for Initial Flight Training and the opportunity to become a professional military aviator. On behalf of the United States Air Force, Doss Aviation and the City of Pueblo, I would like to welcome you to the “Gateway to Air Force Aviation.” Take pride in this accomplishment and remember that the same skills used to achieve this milestone will serve you well in the days ahead.

Make no mistake about it, IFT is a highly structured military flight training operation; the days are long and expectations are high. If you have ongoing medical or personal issues that may interfere with your training, you need to discuss with your supervisor whether or not this is the right time for you to attend IFT. This program may very well be the most challenging undertaking you have ever experienced. In return, you will gain skills and abilities that will be invaluable to your success in follow-on flight training.

This is a once in a lifetime opportunity. There are no second chances. Inappropriate use of alcohol, sexual misconduct, discrimination of any kind, or conduct unbecoming a military professional, will not be tolerated. Any offense of this nature will be considered grounds for dismissal.

I and the rest of my staff here in the 1 FTS want you to succeed at IFT. With a personal commitment, earnest preparation, and a positive attitude, you will. Again, congratulations and best of luck as you start your career as a military aviator.

//SIGNED//

ALLISON M. PATAK, Lt Col, USAF
Commander
Travel and In-Processing

DAY 0: This is the day you are expected to arrive and in-process. This is one day BEFORE the class start date on your RIP/orders. If you arrive before DAY 0, you will be responsible for hotel expenses (off-site) and transportation costs. Plan to arrive on DAY 0 between 0900 and 1800 Mountain Time.

DAY 1: This is the class start date on your RIP/orders. On DAY 1 you will receive welcome briefings, start academics, and take a Boldface/Ops Limits test.

You must complete an online travel itinerary form at least 7 days prior to class start date!
Use this link:
https://www2.l3t.com/doss/travel/index.htm

This information is used to create your security badge and schedule airport shuttles. If you do not receive a confirmation within 24 hours, call (719) 423-8506.

Driving
• IFT is located at 1 William White Blvd, Pueblo, CO, 81001.
• Students arriving by POV need to arrive NLT 1600L.

Flying Commercial Air
• Fly into Pueblo Airport (PUB) or Colorado Springs Airport (COS) as a final destination. DO NOT choose Denver International (DIA).
• Students arriving by Commercial Air need to arrive NLT 1800L. If travel plans cannot ensure arrival by 1800L, call (719) 423-8506 to coordinate alternate arrival plans.
• Rental cars are not an authorized reimbursable expense for IFT. Use the shuttle.
• Call 719-423-8506 to confirm your shuttle reservation
  • The shuttle attendant will be located in front of the info center near the baggage area at COS and in front of the terminal at PUB.
  • If you are delayed or have trouble finding the shuttle attendant, call 719-423-8506.

Lodging Note
• Some students will be double-billeted. If you would like to volunteer for double-billeting and choose your roommate, contact IFT Lodging at 719-423-8506 no later than 2 weeks prior to your arrival. Those sharing a room must be enrolled in the same training track (i.e., Pilot or CSO).

In-Processing
• IFT staff will give you detailed in-processing guidance upon arrival.
• You need to be in uniform during in-processing; arrive in civilian clothes and then change.
• Have your CAC (with valid PIN), medical forms, and student pilot certificate (if required) easily accessible upon arrival.

Departure
• Students will plan to depart on the day following their checkride.
• Students graduating on a Friday after 1600 hours will out-process on the next duty day...i.e. Monday.
• Students will not be allowed to remain on-site (sympathy) to wait for another student to finish IFT. Students who drove together must be prepared leave solo or obtain independent lodging on the economy.
• Students will be allowed to stay at IFT if they experience flight scheduling or availability issues. These situations must be validated by an MTO.
Uniforms

- Get flight uniforms that fit from your home station and bring them to IFT. IFT does not provide uniforms for students.
- Students attending IFT who have been issued the A2CU uniform are authorized to wear that uniform. The A2CU uniform will be worn in accordance with AFI36-2903, AFGM2018-03, dated 28 September 2018. The OCP uniform is NOT authorized.

- All students bring:
  - Flight suits with rank and Velcro already sewn on
  - Name tags
  - AETC patches
  - Flight boots
  - Flight gloves
  - Flight cap
  - USAF PT gear
  - Conservative, non-offensive civilian clothing, including PT gear, for wear during non-duty hours and during individual PT. (Recommended)
- If any part of your training falls between 1 Oct and 30 Apr, bring:
  - Flight jacket with rank and Velcro already sewn on (Required)
  - 1 pair thermal underwear (Recommended)
  - Black watch cap (Recommended)

IFT Rules of Engagement (ROE)

- Do not bring any firearms to IFT (this also means NO firearms in your vehicle).
- Do not bring any pets to IFT.
- NO incense, candles, plug-in deodorizers or other personal appliances may be used anywhere at IFT.
- You are encouraged to bring personal hygiene products.
- Students should not plan to take leave while enrolled in IFT. Personal leave situations should be resolved before attending IFT. Emergency leave will be resolved on a case by case basis.
- AETC Family down days are not IFT down days.
- Students should be prepared to fly on weekends.
- Guest Hours: 1700L – 2200L on Fri, 0800L – 2200L Sat, Sun, and Holidays
  - IFT is a fast paced training program that demands all of your attention
  - Guests (including spouses) are not allowed outside of listed guest hours.
Medical Requirements

It is your responsibility to verify you have the appropriate paperwork!

NOTE 1: Please check in with your home station Flight Medicine clinic to ensure you have all the required paperwork and equipment (if required) before coming to IFT. Military medical paperwork takes precedence over FAA medical paperwork. Bring your entire DD Form 2808 (3/4 pages).

NOTE 2: If you require Corrective Lenses (glasses or contacts) to perform Flying Duties, you are required to bring with you 2 PAIRS OF GLASSES. You will NOT be permitted to fly in Contact Lenses unless we can verify that you are actively enrolled in the Air Crew Soft Contact Lens Program (ACSCLP.) Information regarding ACSCLP can be obtained from your local USAF Flight Surgeon’s Office.

**STUDENTS WHO FAIL TO BRING 2 PAIRS OF GLASSES MAY BE REMOVED FROM IFT & RETURNED TO HOME STATION**

Pilot candidates:
- Current Initial Flying Class 1 flight physical with Sitting Height and Buttock-to-Knee measurements
- Proof of completion is the DD Form 2808 with the HQ AETC stamp (Ex Pg 7)
- Begin the process to obtain a FAA Student Pilot Certificate (Pg 9)

CSO candidates:
- Current Initial Flying Class 1A flight physical with Sitting Height and Buttock-to-Knee measurements
- Proof of completion is the DD Form 2808 with the HQ AETC stamp (Ex Pg 7)
- CSOs coming from NAS Pensacola will come with their 2992 (Ex Pg 7) IAW their local policy

RPA candidates:
- Current Initial Flying Class 1/1A/2U flight physical with Sitting Height and Buttock-to-Knee measurements
  - If you ONLY have an Initial Flying Class 2U flight physical rating
    - You must obtain an FAA Class III medical exam (Ex Pg 7)
      - Can be accomplished at Military Flight Screening (MFS)
      - If not done at MFS, obtain one from an FAA Aviation Medical Examiner (AME)
      - AME database: http://www.faa.gov/pilots/amelocator
    - Proof of completion is the DD Form 2808 with the HQ AETC stamp (Ex Pg 7)
    - Begin the process to obtain a Student Pilot Certificate (Pg 9)

IMS Pilot candidates:
- Current Initial Flying Class 1 flight physical with Sitting Height and Buttock-to-Knee measurements
- Proof of completion is the DD Form 2808 with the HQ AETC stamp (Ex Pg 7)
- Bring completed DD Form 2992
- Obtain a FAA Student Pilot Certificate (Pg 9)
  - Student must have the FAA Student Pilot certificate in hand prior to reporting to IFT

NOTE: Check in with the DLI Physical Exams Section before departing San Antonio to ensure you have all the required paperwork and equipment (if required) for IFT. Your military flight physical will be used in lieu of a civilian FAA flight physical.

Questions?
For Medical questions contact IFT Independent Duty Medical Technicians (IDMTs) at: (719) 423-8333/8335.
FAA Medical Exam/ Student Pilot Certificate
Medical - FAA Medical Exam Reimbursement

Download the OF 1164 from here: [https://www.gsa.gov/portal/forms/download/150834](https://www.gsa.gov/portal/forms/download/150834)

Complete the appropriate fields of the OF 1164 (example shown above) by typing your information into the form. Finance will not accept handwritten forms.

Required Fields:

4a. Your full name – LAST, FIRST MI.
4b. Your Social Security #
4c. Mailing Address (if receipt has your address, it must match the address on the form)
4d. Your Phone #
6a. Day Month of FAA exam (i.e., 23 Jun) – also ensure the year is correct at the top of this column
6i. (Tips and Miscellaneous) Enter amount on Receipt
7. (Amount Claimed) Enter amount on Receipt
10. Digitally Sign and date

Bring the receipt for your FAA medical with you to the Day 1 IDMT brief. The receipt must be legible, have your name on it, and the actual receipt (not a bank statement). If the receipt is not legible, you will need to request another one from the servicing provider’s office. You may scan your receipt on a white piece of paper and once complete, email your documents to 1FTS.MILO@L3T.com to begin the reimbursement process.
Student Pilot Certificate Instructions

If you obtained your FAA Class III medical and Student Pilot Certificate BEFORE 1 APR. 2016 bring both parts of your Paper FAA Class III medical/ Student Pilot Certificate.

Otherwise, obtain the Student Pilot Certificate using the following procedures:

2. Create a Student Pilot Certificate Application and record your FAA Tracking Number (FTN).
3. Physically present yourself to a Certified Flight instructor (CFI), Designated Examiner (DE), or Flight Standards District Office (FSDO) to have them electronically submit your application to the FAA. If you are unable to locate a CFI, this last step can be completed upon arrival to Doss when you visit the MTO (military training officer) section.

For more detailed instructions reference the “Student Pilot Certificate (SPC) Application Instructions” document on the L3Harris Doss Aviation IFT website.

Student Pilot Certificates

For Student Pilot Certificate Questions contact 1 FTS at (719) 423-8340.
**DA-20 Boldface**

Be able to write and speak this boldface verbatim when you arrive.

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**DA20-C1 BOLDFACE**

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<tr>
<th>Aborted Conditions</th>
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<tr>
<td><strong>THROTTLE — IDLE</strong></td>
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<tr>
<td><strong>BRAKES — AS REQUIRED</strong></td>
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<td><strong>FLAPS — CRUISE</strong></td>
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<tr>
<th>Engine Malfunction</th>
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<tr>
<td><strong>Airspeed — 60 KIAS</strong></td>
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<td><strong>FLAPS — LDG</strong></td>
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20 OCT 2018
### Indicated Airspeeds (KIAS)
- $V_{so}$ Stall speed with flaps LDG: 34
- $V_{so}$ Stall speed with flaps CRUISE: 42
- $V_{r}$ Rotate speed: 44
- Lift-off speed: 52
- Min. forced landing final approach speed with flaps LDG: 55
- Standard pattern SFL final approach speed with flaps LDG: 60
- $V_{b}$ Best angle of climb speed with flaps T/O: 60
- Normal landing final approach speed: 60
- Min. engine-out speed to sustain windmilling prop: 60
- Min. forced landing final approach speed with flaps T/O: 60
- Min. forced landing final approach speed with flaps CRUISE: 65
- No-Flap landing final approach speed: 65
- $V_{b}$ Best angle of climb speed with flaps CRUISE: 65
- $V_{b}$ Best rate of climb speed with flaps T/O: 66
- $V_{b}$ Best rate of climb speed with flaps CRUISE: 70
- Best glide speed (1764 lbs): 73
- $V_{xe}$ Max. Airspeed with flaps LDG: 78
- $V_{xe}$ Max. Airspeed with flaps T/O: 100
- $V_{c}$ Max. speed for full or abrupt control inputs (1764 lbs): 106
- $V_{MO}$ Max. structural cruising speed: 118
- Force a stopped propeller to windmill if starter is inop: 137
- $V_{NE}$ Never-exceed speed: 164

### Maneuvering
- Positive limit load factor (flaps CRUISE): +4.4
- Negative limit load factor (flaps CRUISE): -2.2
- Positive limit load factor (flaps T/O or LDG): +2.0
- Negative limit load factor (flaps T/O or LDG): 0
- Max. permissible bank angle for steep turns (in degrees): 60

### Voltmeter
- Voltmeter lower limit red arc (volts): 8-11
- Voltmeter caution range yellow arc (volts): 11-12.5
- Voltmeter green arc (volts): 12.5-16.1
- Voltmeter upper limit red line (volts): 16.1

### Fuel
- Approved fuel grade: 100LL
- Usable fuel (US gal.): 24.0
- Fuel tank capacity (US gal.): 24.5

### Weight and Balance
- Max. ramp weight (lbs): 1770
- Max. takeoff weight (lbs): 1764
- Max. landing weight (lbs): 1764
- Forward CG limit (at or below 1653 lbs): 7.95
- Forward CG limit (1764 lbs): 8.07
- Aft CG limit: 12.16
- Aft CG limit (at or below 1653 lbs): 12.48
- Max. weight in baggage compartment (lbs): 44

### Power Plant Operation
- RPM normal operating range (tachometer green arc): 700-2800
- Min. RPM during engine runup idle check: 975
- Min. RPM ("area idle") if beyond gliding range of a runway: 1400
- Min. RPM during operations with fuel pump off: 1400
- Min. permissible full-throttle static RPM during engine runup: 2000
- Max. permissible continuous RPM if an IFT student is PF: 2700
- Max. permissible continuous RPM (tach redline): 2800
- Min. RPM drop during magnetos check: 25
- Max. RPM drop during magnetos check: 150
- Max. RPM drop difference between magnetos: 50
- Max. permissible continuous bhp: 125
- Min. oil pressure (psi): 10
- Oil pressure normal operating range (psi): 30-60
- Max. time for oil pressure to reach 10 psi after start (sec.): 30
- Max. oil pressure for full power operation if OAT < 0°F (psi): 70
- Max. oil pressure (psi): 100
- Min. oil temperature (°F): 75
- Max. RPM after start until oil temp indication registers: 1000
- Oil temperature normal operating range (°F): 170-220
- Min oil temp. to begin an area SFL at area idle (°F): 170
- Min. oil temp for full power operation if oil pressure norm (°F): 100
- Max. oil temperature (°F): 240
- Min. oil quantity (US qts): 4
- Max. oil quantity (US qts): 6
- Fuel pressure lower limit red line (psi): 3.5
- Fuel pressure upper limit red line (psi): 16.5
- Max. continuous starter operation (sec.): 10
- Max. cumulative starter operation before 3-5min cooling (sec.): 30
- Max. time for CHT below 300°F in descent (minutes): 5
- Min. CHT (°F) takeoff & descent: 240
- CHT normal operating range (°F): 300-420
- CHT caution range (°F): 420-460
- Max. CHT (°F): 460
- Max. OAT (°C) operation w/ full winterization kit: 0
- Max. OAT (°C) operation w/ partial winterization kit: 12.5

### Pattern Wind Limits (KTS)
- Max. tailwind dual or solo: 5
- Max. student solo gust spread: 10
- Max. student solo crosswind: 10
- Max. dual crosswind if IFT student is PF below 500' AGL: 15
- Max. student solo total wind: 20
- DA20-C1 Max. demonstrated crosswind component: 20
- Max. dual total wind if IFT student is PF below 500' AGL: 25

### Misc.
- Max. aircraft structural temperature (°C): 55
- Propeller approx. minimum ground clearance (inches): 10
- Main landing gear tire pressure (psi): 33
- Nose gear tire pressure (psi): 26
- Min. OAT (°C) cabin heat not req for min. before T/O: -20

Items in bold type must be committed to memory.

20 OCT 2018
“The Gateway to USAF Aviation”

Doss Aviation IFT

1 William White Blvd
Pueblo, CO 81001

Doss Main Directory: 719-423-8600
Doss/1FTS Fax: 719-948-2822