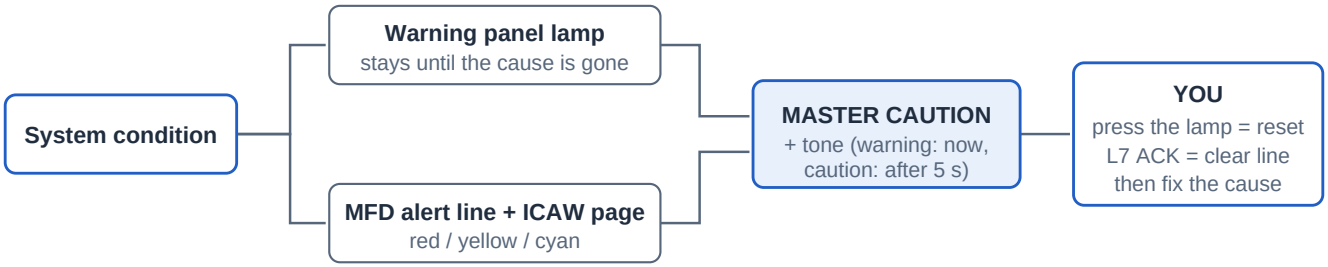
Miltech Simulations U-2

Warnings and Alerts

The aircraft alerts you in two places: the warning lamp panel in front of you, and - on the U-2S - the alert line at the bottom of every MFD. Both feed the Master Caution.



Advisories (cyan) do not trigger the Master Caution.

Master Caution





The MASTER CAUTION lamp lights for every new warning or caution (not for advisories). **Press the lamp itself to reset it** - that also silences the tone, which sounds at once for a warning and 5 seconds later for a caution (MASTER VOL at its stop mutes it, as it mutes all headset audio).

The EFB Settings tab option **Master caution tone** mutes this tone for good; the lamp still lights. The individual lamp or message stays until the problem is gone.

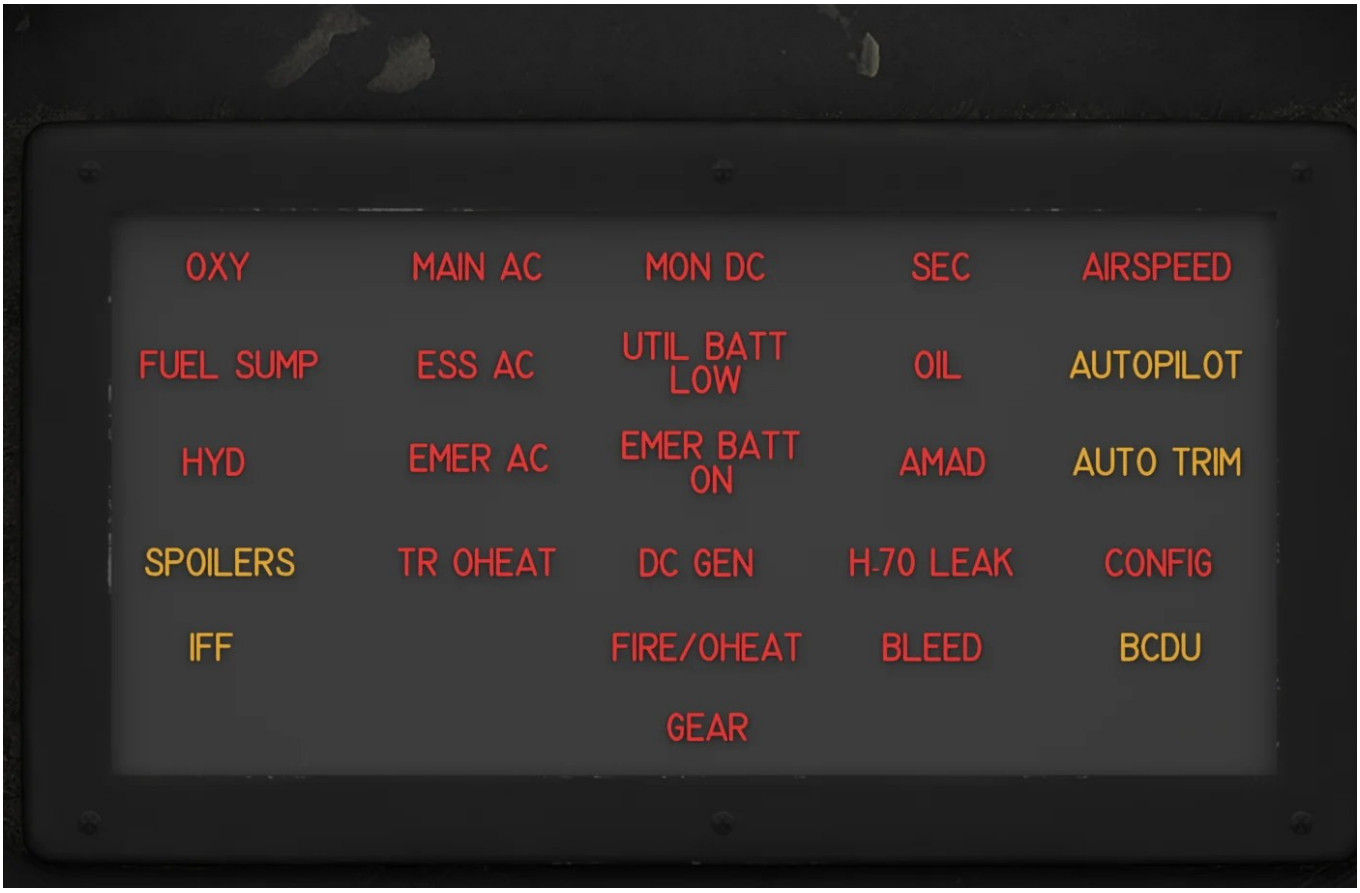
- An alert you inhibit on STAT → HIST no longer lights the master caution - neither from the MFD nor through its warning panel lamp.
- Engine start: on the ground, a *repeat* of SEC below 55 % N2 or of AMAD below 48 % N2 does not light it again. The first one still does.
- The INBD 30 and OUTBD 150 fuel lamps light without the master caution unless a fuel dump is selected.

Alert Levels on the MFD

Level	Color	Meaning
Warning	RED	Act now.
Caution	YELLOW	Act soon.
Advisory	CYAN	For your information.

L7 ACK acknowledges the newest alert. STAT → ICAW lists everything that is active, and on STAT → HIST you can inhibit nuisance alerts so they no longer light the Master Caution - see Status Pages.

Warning Panel Lamps



The warning panel sits behind the control column.

Lamp	Comes on when...
FIRE / OVERHEAT	Engine fire / overheat, or the FIRE/OHEAT TEST switch
DC GEN	DC generator not on line (normal before engine start)
MAIN AC	Main AC generator not on line (normal before engine start and on external power)
ESS AC / EMER AC	That AC bus has no power
MON DC	Monitored DC bus at 25 V or less (or dead) for 15 seconds; out as soon as it is back above 25 V. The MFD message MON DC VOLTS LOW uses 25.5 V and goes out at 27 V
UTIL BATT LOW	The utility battery at half charge (24 V) or less
SHED	In the ESS DC SHED button on the main panel, right of the instruments: pressed, the secondary essential DC loads are off (see Battery only); press again to restore. It lights the master caution while shed. Every flight starts unshed
EMER BATT ON	In flight only: the utility battery has run down to 10 % (about 21 V) and the emergency battery has taken over. Stays on until BATTERY is held OFF for 5 seconds
HYD	Hydraulic pressure below 2,500 psi
SPOILERS	Spoiler emergency accumulator pressure low

Lamp	Comes on when...
OIL	Oil pressure below 10 psi
AMAD	AMAD oil temperature 200 °F or more, or AMAD oil pressure low (it goes out near idle on the start) - normal with the engine stopped
FUEL SUMP	Sump tank at 38 gal or less
OXY	An oxygen system is off, low on pressure, or below 1 liter
GEAR	Gear up with flaps 20° or more, or on the ground
H-70 LEAK	The emergency start system has been fired (hydrazine used); serviced when parked with the engine off
INBD 30 L/R · OUTBD 150 L/R	That tank has reached its fuel-dump level
XFER PRESS LOW	A cross-transfer is on but nothing is flowing, or a sump-tank transfer is filling a low sump
AIRSPEED	180 KIAS or more (230 with gust control up)
AUTOPILOT	AFCS powered with an axis switched off or tripped
CONFIG	Gust-control surfaces not where the switch says (e.g. no hydraulic pressure)
SEC	Engine in secondary control: ENG MODE in SEC, an automatic transfer, or the engine stopped or still below 54 % N2 in a start
IFF	Transponder off, or Mode 4 on with no code to reply with
AUTO TRIM	Autopilot auto trim failed (AFCS powered, PITCH TRIM MODE in AUTO)
BCDU	BCDU fault
TR OHEAT	Transformer-rectifier overheat
BLEED	Bleed air leak, or the FIRE TEST position
EW REC · EW RPT	Beside the SFD. REC: the EW system (EW CONT in REC or RPT, self-test done) is tracking a threat - in our rendition sim traffic within 5 NM and 1,000 ft, moving faster than 20 kt. RPT flashes while the system is jamming it in RPT; REC is always on when RPT is.

Lamp test: hold MASTER LIGHT TEST (the AOA indexer, the AFCS lamps, EW REC / RPT and the red gear handle light too, the MFDs show LANDING GEAR NOT DN, and the LOX needles run down towards zero, which brings both oxygen warnings after about 9 seconds; held for more than 7 seconds it also gives FLAP GUST MISMATCH and AIL GUST MISMATCH).

Fire detection test: move the FIRE/OHEAT TEST switch each way, then back to center - FIRE TEST gives FIRE and BLEED AIR LEAK, O'HEAT TEST gives OVERHEAT.

MFD Alerts

Each MFD message, with when it comes on, when it goes away and what to do, is in the ICAW Message Dictionary.

Related pages: ICAW Message Dictionary · Status Pages (STAT) · Emergency Procedures · Electrical and Avionics Power

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