

T-44C Operational Limits and Memory Items

| Airspeeds (KIAS) | Memory Items | |
|--|---|--|
| V _{MO} /V _{NE} Max dive/level flight | Emergency Shutdown On Deck | Emergency Shutdown Checklist |
| V _{MCA} Minimum controllable airspeed | 1) | †1) |
| V _X Best angle of climb | If confirmed/suspected fire or fuel leak, continue checklist. | †2) |
| V _Y Best rate of climb | Otherwise, secure using Secure Checklist. | †3) |
| V _{SSE} Minimum safe 1 engine inop | 2) | If prop fails to feather, alternate feathering checklist. |
| V _{XSE} Best angle of climb single engine | 3) | If confirmed/suspected fire or fuel leak, continue steps 4-6. |
| V _{YSE} Best rate of climb single engine | 4) | †4) |
| V _{FE} Max flap extension/extended (full) | 5) | †5) |
| V _{FE} Max flap extension/extended (appr) | 6) | †6) |
| V _{LR} Max landing gear retraction | 7) | |
| V _{LE} Max landing gear extension | | Single-Engine Waveoff/Missed Approach |
| V _A Maneuvering speed | Abnormal Start | 1) |
| V _{MCG} Min controllable speed on ground | 1) | 2) |
| Max range glide | 2) | 3) |
| Max endurance glide | 3) | 4) |
| | | 5) |
| Electrical | Aborting Takeoff | |
| DC generator voltage _____ ± _____ | 1) | Jammed Power Lever |
| Min battery voltage for APU charge | 2) | †1) |
| Min battery voltage for APU start | 3) | 2) |
| Min battery voltage for BATT start | 4) | |
| Starter (_____ sec, _____ sec) x2, then _____ on, | 5) | Fuel Leak |
| | 6) | †1) |
| Interstage Turbine Temperature | 7) | 2) |
| Normal operating range | 8) | |
| Max allowable | 9) | Primary Governor Failure/Malfunction |
| Max continuous | 10) | 1) |
| Max reverse | 11) | †2) |
| Max acceleration (up to 2 sec) | | †3) |
| Max low idle | Engine Failure After Takeoff | 4) |
| Max cruising | 1) | |
| Cruise climb | 2) | Generator Failure |
| Start Limit _____ °C (cutoff) _____ °C (_____) | 3) | 1) |
| | 4) | 2) |
| Torque | | If generator will not reset: |
| Normal operating range | EGPWS Pull Up Warning (IMC or at Night) | 3) |
| Max @ 1900 RPM | 1) | 4) |
| Max @ 2200 RPM | 2) | |
| Max acceleration | 3) | Smoke and Fume Elimination |
| | 4) | 1) |
| Turbine Tachometer (N1) | 5) | 2) |
| Normal Operating Range | 6) | |
| Low idle range | 7) | Explosive Decompression |
| Hi idle range | 8) | 1) |
| Max reverse | | 2) |
| Max acceleration | Low Altitude Windshear | |
| Max continuous | 1) | Smoke/Fire of Unknown Origin |
| | 2) | 1) |
| Propeller Tachometer (N2) | 3) | 2) |
| Normal operating range | 4) | 3) |
| Max reverse | | 4) |
| Max during accel (2sec) | Spin/Out of Control Flight Recovery | |
| | 1) | Emergency Descent Procedure |
| Oil Temperature | 2) | 1) |
| Normal operating range | 3) | 2) |
| Max oil temp | 4) | 3) |
| | 5) | 4) |
| Oil Pressure | | 5) |
| Normal operating range | Windmilling Airstart | 6) |
| Max oil pressure | †1) | |
| Min oil pressure | †2) | General |
| | †3) | Pneumatic pressure norm operating range |
| Weights | 4) | Max sink rate on landing |
| Max ramp weight | 5) | Max crosswind |
| Max takeoff weight | 6) | Max cabin pressure differential <i>psi</i> |
| Max landing weight | 7) | Gyro suction norm operating range <i>inHg</i> |
| | | Min oxygen required for local/X-C flight <i>psi</i> |
| | | Prop deicer ammeter normal operation <i>amps</i> |
| | | Normal TAS altitude range +/- _____ <i>feet</i> |