T-44C EMERGENCY PROCEDURE CRITICAL ACTION MEMORY ITEMS & OPERATING LIMITS

Abnormal Start	Smoke and Fume Elimination
*1. Condition Lever- FUEL CUTOFF (Dec. Below 790°C)	*1. Oxygen Mask/MIC Switches (100 Percent) - As Required
*2. Starter- Starter Only (For The Remainder Of The 40 Seconds)	*2. Pressurization - DUMP
*3. Starter- Off (at 40 seconds)	Fuel Leaks
Emergency Shutdown on Deck	**1. Condition Lever - FUEL CUTOFF
*1. Ston the aircraft and set the parking brake.	*2. Emergency Shutdown Checklist - Execute
*2 Condition Levers. FUEL CUTOFF	Primary Governor Failure/Malfunction
IN CASE OF CONFIRMED/SUSPECTED FIRE OR FLIEL LEAK CONTINUE CHECKLIST IF NOT SECURE	*1 Attempt To Adjust Pron RPM to Normal Operating Range
REMAINING ENGINE LISING SECURE CHECKLIST	** Prower Lever IDIF
*3 Firewall Volume CLOSED	**2 Dwn I door EFATUED
*A Roost Pumps - OFF	*4 Alfornata Pron Fasthar Chaeklist - As Baguirad
* Fine Evitimations - As Dequired	* I not as som as nessible
S, FIT EXanguistic - AS Required	- , Lanu as soon as possible Employing Decompanyage
'0, AUA DATT SWICH - OFF	Expressive Decompression
*/, Gang bar - OFF	*1. Oxygen Mask/MIC Switches (100 Percent) - As Kequired
"S. Evacuate Alferant	*2. Descena - As Required
Abording Takeon	Unscheduled Electric Irim Activation
*1. Announce "Abort"	*1. A/P/Trm Disconnect (control wheel) - Depress Fully and Hold.
*2. Power Levers - IDLE	Emergency Descent Procedure
*3. Reverse - As Required	*1. Power Levers - IDLE
*4. Brakes - As- Required	*2. Props - Full Forward
IMMEDIATELY PRIOR TO DEPARTING THE PREPARED SURFACE:	*3. Flaps - As Required
*5. Condition Levers - FUEL CUTOFF	*4. Landing Gear - As Required
AS SOON AS PRACTICABLE:	*5. Airspeed - As Required
*6. Firewall Valves - Closed	*6. Windshield Heat - As Required
*7. Boost Pumps - OFF	Spin/Out of Control Flight Recovery
*8. Fire Extinguisher(s) - As Required	*1. Power Levers - IDLE
*9. AUX BATT Switch - OFF	*2. Rudder - Full Deflection Opposite Direction Of Turn Needle
*10. Gang Bar - OFF	*3. Control Wheel - Rapidly Forward
*11. Evacuate Aircraft	*4. Rudder - Neutralize After Rotation Stops
Engine Failure After Takeoff	*5. Control Wheel - Pull Out Of Dive By Exerting Smooth, Steady Back Pressure
*1. Power - As Required	Terrain Warning (IMC or at Night)
*2. Landing gear - UP	*1. Wings - Level
*3. Airspeed - As Required (Vxse Or Vxse)	*2. Power - Max Continuous
*4. Emergency Shutdown Checklist - Execute	*3. Pitch - As Required to set and maintain Vx
Emergency Shutdown Checklist	*4. Flaps - Approach (Unless Already Up)
†*1. Power Lever - IDLE	*5. Gear - UP
+*2. Prop Lever - FEATHER	*6. Flaps - UP
†*3. Condition Lever - FUEL CUTOFF	*7. Props - 1900 RPM
IN CASE OF CONFIRMED/SUSPECTED FIRE OR FUEL LEAK, CONTINUE CHECKLIST, IF PROP FAILS TO	*8. Continue Climb at Vx Until All Visual And Voice Warnings Cease
FEATHER. PROCEED TO ALTERNATE FEATHERING CHECKLIST.	Single-Engine Waveoff/Missed Approach
**4. Firewall Valve - CLOSED	*1. Power - Max Continuous, Establish Positive Rate Of Climb (VXSE Minimum)
**5. Fire Extinguisher - As Required	*2. Flaps - APPROACH (Unless Already UP)
**6. Bleed air valve - Closed	*3. Landing Gear - UP
Windmilling Airstart	*4. Flans - UP
**1 Power Lever (Failed Engine) - IDLE	*5 Pron-1900 RPM
**2 Pron Lever (Failed Engine) - Pull Forward	Low Altitude Windshear
**3 Condition Lever (Failed Engine) - FUEL CUTOFF	*1 Paver - Maximum Continuous
*A Firewall Value - OPEN	*? Ditch - Sat and Hold Approximately 15° Nocean
*5 Autoimition - ARMED	2.1 India Octario India Approximately 15 Noscup
*6 Condition Lower LOW IDLE	*4 Flong Mointoin Current Sotting
*7 Dower - As Required	wavash Annya and Annya and
Smoke/Fire of Unknown Origin	*1 Power - As required Fetablish Positive Pate Of Climb (VY Minimum)
SHOKC/FIC OF ORKHOWH OFIGH	1 · 1 · wei - As required, Establish r Osluve Kate Of Child (VA Millindull) 2 · Elong A DBOACH (Uslagg Alsondy 110)
*1. Crew - Ancreu *2. Cabin Tampanatuna Mada, OPP	24 Londing Coop IID
*2. Cabin reinperature Moue - OFF *2. Vant Down - AUTO	
*3. Vent Diower - AUTO *4. Owner Mach/MIC Switches (100 Dereent) As Degrived	*• Flaps = UF
- 4. Oxygen mass/mu Switches (100 rereent) - As kequired	· 3, I 1008- 1900 KFWI

	OPERATING LIMITS									
			TORQUE FT-LB (9) MAX							
OPERATING	MAX	RPM	RPM	OBSERVED		Np RPM				
CONDITION	TIME	2,200	1,900	IΠ	N1% (5)	(PROP)	OIL PRESS PSI (3)	OIL TEMP °C		
MAX. ALLOWABLE	5 MINUTES	1,315		790	101.5	2,200	85-100	10-99		
MAX. CONTINUOUS (8)	CONTINUOUS	1,315	1,520	790	101.5	2,200	85-100	10-99		
CRUSIE CLIMB	CONTINUOUS	1,315	1,520	765	101.5	2,200	85-100	10-99		
CRUISE	CONTINUOUS	1,315	1,520	740	101.5	2,200	85-100	10-99		
HI-IDLE (1)	CONTINUOUS							-40-99		
LO-IDLE	CONTINUOUS			685 *			40 (Min)	-40-99		
STARTING	40 SECONDS			1,090 *		10	Indication	-40 (MIN)		
ACCELERATION (7)	2 SECONDS	2,	100	850	102.6	2,420		10-99		
MAX. REVERSE	1 MINUTE			790	86	2,100	85-100	10-99		
NOTES										
1. N1 70 to 73 %.										
2. N1 51 to 54 %. Ground operations above 3,500-toot pressure altitude (PA) may produce idle speeds as high as 83% N1 with condition levers at low idle.										
5. Normal oil pressure is 85	d then at a reduced per	vor sotting I	e 27,000 rpm	(72%) N1, oli pressu	d prior to payt f	light During or	sound operations oil	n		
For completion of a flight, and then at a reduced power setting. Low oil pressure should be corrected prior to next flight. During ground operations, oil pressures below 40 PSIC is unsafe and requires either anging shutdown or use of minimum newer										
until a landing can be made										
4. This value is time limited to two seconds. If ITT is likely to exceed 925 °C. discontinue start.										
5. For every 10 °C below -30 °C ambient temperature, reduce maximum allowable N1 by 2.2 %.										
6. High ITT may be decreas	ed by reducing access	ory load and/o	or increasing N	V1 speed.						
7. High generator loads at lo	w N1 speeds may cause	se the ITT ac	celeration ten	nperature limit to be e	xceeded. Obse	rve the generat	tor load limits.			
8. This power rating is intend	ded for emergency use	at the discret	tion of the pilo	t.						
9. Torque limits between 1,9	00 and 2,200 rpm vary	linearly betw	een 1,315 and	1,520 ft-lb.		1 1 1 1 0				
10. If propeller rpm does not	read between 900 and	d 1100 rpm v	with the power	r levers at idle and co	ndition levers a	t low idle, perfo	orm a low pitch torqu	ie check		
to ensure propeller flight idle	stops are correctly ad	Justed.	TAC)			STADTED (VCI E I IMITAT	TONE		
		ATIONS (K	1A3)		STARTER CYCLE LIMITATIONS					
MAX DIVE/LEVEL FLIGHT (VMO): 227 KIAS				CYCLES						
				COOLING PERIOD AFTER FIRST STARTER CYCLE: 60						
DECREASE VMO 4 KIAS FOR EVERY 1,000 FT ABOVE 15,500 FT					SECONDS					
MACH LIMIT (MMO): 48 MACH				COOLING PERIOD AFTER SECOND STARTER CYCLE: 60						
MACH LIMIT (MMO): .48 MACH			SECONDS							
MINIMUM SAFE ONE ENGINE INOPERATIVE (VSSE): 91 KIAS						COOLING PERIOD AFTER THIRD STARTER CYCLE: 30				
MINUTES										
MINIMUM CONTROLLABLE (VMCA): 86 KIAS					ELECTRICAL LIMITATIONS					
		Ma	ANEUVERIN	IG (VA): 153 KIAS	DC GENERA	TOR VOLTA	GE: 28.25 ±.8 VDC			
MAXIMIM I ANDING GEAR EXTENDED (VI E): 155 KIAS					MIN BATTER	RY VOLTAGE	E FOR APU CHAR	GE: 18 VDC		
MAXIMUM LANDING GEAR RETRACTION (VLR): 145 KIAS					MIN BATTERY VOLTAGE FOR APU START: 20 VDC					
MAX ELAP EXTENSION/EXTENDED (VEE): APPROACH (VEE35): 174 KIAS										
FULL (VFE100): 140 KIAS						MIN BATTERY VOLTAGE FOR BATT START: 22 VDC				
BEST ANGLE OF CLIMB (VX): 102 KIAS						PROP DEICER AMMETER NORMAL OPERATION: 14-18				
BEST ANOLE OF CLINID (VA). 102 KIAS					AMPS					
BEST RATE OF CLIMB (VY): 108 KIAS					PROHIBITED MANEUVERS					
BEST ANGLE OF CLIMB SINGLE ENGINE (VXSE): 102 KIAS					1. INTENTIO	NAL SPINS				
BEST RATE OF CLIMB SINGLE ENGINE (VYSE): 110 KIAS					2. AEROBATIC MANEUVERS					
MAX RANGE GLIDE: 130 KIAS					ACCELERATION LIMITATIONS					
MAX ENDURANCE GLIDE: 102 KIAS					CLEAN: +3.0 TO -1.0 G's					
MIN CONTROLLARLE SPEED ON CROLIND (VMCC): 62 KLAS					FULL FLAPS: +2.0 TO 0.0 G's					
WIN CONTROLLADLE SPEED ON GROUND (VMCG): 03 KIAS										
GENERAL LIMITATIONS					WEIGHT LIMITATIONS					
PNEUMATIC PRESSURE NORM OPERATING RANGE: 12-20 PSI M						MAAIMUM KAMF. 7/10 POUNDS.				
GYRO SUCTION NORM OPERATING RANGE: 4.3-5.9 inHg						MAXIMUM TAKEOFF: 9650 POUNDS.				
MIN OXYGEN REQUIRED FOR LOCAL/X-C FLIGHT: 1,000/1,500 PSI					MAXIMUM LANDING: 9168 POUNDS					
MAXIMUM OPERATING CABIN PRESSURE DIFFERENTIAL: 4.7 PSI					LANDING LIMITATIONS					
NORMAL TAS ALTITUDE RANGE: +/- 2700 FEET					FLARED LANDINGS ONLY.					
ALTITUDE CEILING: 31.000 FT					MAXIMUM SINK RATE AT GROUND CONTACT: 600 FPM					
					MAXIMUM CROSSWIND COMPONENT: 20 KNOTS.					
THE	TOTAL FUEL SYST	EM CAPACI	F WHICH 384	U.S. GALLO	NS ARE USABLE.					