T-44C EMERGENCY PROCEDURE CRITICAL ACTION MEMORY ITEMS & OPERATING LIMITS								
Abnormal Start	Smoke and Fume Elimination							
*1.	*1.							
*2.	*2.							
*3.	Fuel Leaks							
Emergency Shutdown on Deck	**1.							
*1.	*2.							
*2.	Primary Governor Failure/Malfunction							
IN CASE OF CONFIRMED/SUSPECTED FIRE OR FUEL LEAK. CONTINUE CHECKLIST.	*1.							
IF NOT, SECURE REMAINING ENGINE USING SECURE CHECKLIST.	**2.							
*3.	+*3.							
*4.	*4.							
*5.	*5.							
*6.	Explosive Decompression							
*7.	*1.							
*8.	*2.							
Aborting Takeoff	Unscheduled Electric Trim Activation							
*1.	*1							
*2.	Emergency Descent Procedure							
*3.	*1.							
*4.	*2							
IMMEDIATELY PRIOR TO DEPARTING THE PREPARED SURFACE:	*3.							
*5.	*4.							
AS SOON AS PRACTICABLE:	*5.							
*6.	*6.							
*7.	Spin/Out of Control Flight Recovery							
*8.	*1.							
*9.	*2.							
*10.	*3.							
*11.	*4.							
Engine Failure After Takeoff	*5.							
*1.	Terrain Warning (IMC or at Night)							
*2.	*1.							
*3.	*2.							
*4.	*3.							
Emergency Shutdown Checklist	*4.							
†*1.	*5.							
†*2.	*6.							
†* <b>3.</b>	*7.							
IN CASE OF CONFIRMED/SUSPECTED FIRE OR FUEL LEAK, CONTINUE CHECKLIST.	*8.							
IF PROP FAILS TO FEATHER, PROCEED TO ALTERNATE FEATHERING CHECKLIST.	Single-Engine Waveoff/Missed Approach							
†* <b>4.</b>	*1.							
†*4. †*5.	*1. *2.							
+*4. +*5. +*6.	*1.         *2.         *3.							
+*4. +*5. +*6. <u>Windmilling Airstart</u>	*1.         *2.         *3.         *4.							
+*4. +*5. +*6. <u>Windmilling Airstart</u> +*1.	*1. *2. *3. *4. *5.							
+*4. +*5. +*6. <u>Windmilling Airstart</u> +*1. +*2.	*1. *2. *3. *4. *5. Low Altitude Windshear							
<pre>**4. **5. **6. <u>Windmilling Airstart</u> **1. **2. **3.</pre>	*1. *2. *3. *4. *5. Low Altitude Windshear *1.							
<pre>+*4. +*5. +*6. <u>Windmilling Airstart</u> +*1. +*2. +*3. *4.</pre>	*1. *2. *3. *4. *5. Low Altitude Windshear *1. *2. *2.							
<pre>+*4. +*5. +*6. <u>Windmilling Airstart</u> +*1. +*2. +*3. *4. *5.</pre>	*1. *2. *3. *4. *5. Low Altitude Windshear *1. *2. *3.							
<pre>**4. **5. **6. <u>Windmilling Airstart</u> **1. **2. **3. *4. *5. *6. *6.</pre>	*1. *2. *3. *4. *5. Low Altitude Windshear *1. *2. *3. *4. *4.							
<pre>**4. **5. **6. <u>Windmilling Airstart</u> **1. **1. **2. **3. **4. **5. **6. **7.</pre>	*1. *2. *3. *4. *5. Low Altitude Windshear *1. *2. *3. *4. *4. *4. *5. *4. *5. *4. *5. *5. *5. *4. *5. *5. *5. *4. *5. *5. *5. *5. *5. *5. *5. *5							
<pre>**4. **5. **6. Windmilling Airstart **1. **1. **2. **3. **4. **5. **6. **7. Smoke/Fire of Unknown Origin</pre>	*1. *2. *3. *4. *5. <u>Low Altitude Windshear</u> *1. *2. *3. *4. <u>Waveoff/Missed Approach</u> *1.							
<pre>**4. **5. **6. Windmilling Airstart **1. **2. **3. **4. **5. **6. **7. Smoke/Fire of Unknown Origin *1. **2</pre>	*1. *2. *3. *4. *5. Low Altitude Windshear *1. *2. *3. *4. Waveoff/Missed Approach *1. *2. *3. *4. *4. *5. *4. *5. *4. *5. *5. *5. *5. *5. *5. *5. *5							
<pre>**4. **5. **6. <u>Windmilling Airstart</u> **1. **2. **3. **4. *5. *6. *7. <u>Smoke/Fire of Unknown Origin</u> *1. *2. *2.</pre>	*1.         *2.         *3.         *4.         *5.         Low Altitude Windshear         *1.         *2.         *3.         *4.         Waveoff/Missed Approach         *1.         *2.         *3.         *4.         Waveoff/Missed Approach         *1.         *2.         *3.							
<pre>**4. **5. **6. Windmilling Airstart **1. **2. **3. *4. *5. *6. *7. Smoke/Fire of Unknown Origin *1. *2. *3. *4.</pre>	*1.         *2.         *3.         *4.         *5.         Low Altitude Windshear         *1.         *2.         *3.         *4.         Waveoff/Missed Approach         *1.         *2.         *3.         *4.         Waveoff/Missed Approach         *1.         *2.         *3.         *4.							

	OPERATING LIMITS									
OPERATING	MAX	TORQUE I RPM 2,200	FT-LB (9) RPM 1,900	MAX OBSERVED		Np RPM	OIL PRESS PSI			
CONDITION	TIME				N1% (5)	(PROP)	(3)	OIL TEMP °C		
MAX. ALLOWABLE										
MAX. CONTINUOUS (8)										
CRUSIE CLIMB										
CRUISE										
HI-IDLE(1)										
LO-IDLE				(6)			(Min)			
STARTING				(4)		(10)	Indication	(Min)		
ACCELERATION (7)										
MAX. REVERSE										
			<u>.</u>	NOTES						
1. N1 to %.										
<ul> <li>2. N1 to %. Ground operations above 3,500-foot pressure altitude (PA) may produce idle speeds as high as 83% N1 with condition levers at low idle.</li> <li>3. Normal oil pressure is toPSIG at power settings above 27,000 rpm (72%) N1, oil pressure below PSIG is undesirable, and may be used only 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 PSIG require engine shutdown; during flight, oil pressure below PSIG is unsafe and requires either engine shutdown or use of minimum power until a landing can be made.</li> <li>4. This value is time limited to two seconds. If ITT is likely to exceed °C, discontinue start.</li> </ul>										
5. For every 10 °C below –	30 °C ambient temperatur	e, reduce maxim	umallowable	N1 by 9	ν.					
6. High ITT may be decrea	sed by reducing accesso	ry load and/or i	ncreasing N1	speed.						
7. High generator loads at	low N1 speeds may cause	e the ITT accele	eration tempera	ature limit to be	e exceeded. Obse	rve the generato	r load limits.			
8. This power rating is inte	ended for emergency use	at the discretion	1 of the pilot.	NO 6: 11						
9. Torque limits between 1	,900 and 2,200 rpm vary li	nearly between	1,315 and 1,52	20 ft-lb.						
10. If propeller rpm does n to ensure propeller flight ic	ot read between at the stops are correctly add	nd rpm justed	with the powe	er levers at idle	e and condition le	evers at low idle,	perform a low p	itch torque check		
to ensure properer night k	AIRSPEED LIMITAT	IONS (KIAS)			STARTER CVCI ELIMITATIONS					
					STARTER CICLE LIVITATIONS					
	MAX DIVE/	LEVEL FLIGHT	(VMO)		STARTER DUTY CYCLE IS LIMITED TO THREE CYCLES					
DECREASE VMO KIA	AS FOR EVERY	_ FT ABOVE	FT		COOLING PERIOD AFTER FIRST STARTER CYCLE:					
MACH LIMIT (MMO)					COOLING PERIOD A FTER SECOND STARTER CYCLE:					
MINIMUM SAFE ONE ENGINE INOPERATIVE (VSSE) COOLING PERIOD AFTER THIRD STARTER CYCLE:								YCLE:		
	MINIMU	M CONTROLL	ABLE (VMCA	.)	ELECTRICAL LIMITATIONS					
		MANE	UVERING (VA	.)	DC GENERATO	R VOLTAGE:	□	VDC		
	MAXIMU	JM LANDING (	JEAR EXTENI	DED (VLE)	MIN BATTERY VOLTAGE FOR APU CHARGE: VDC					
MAXIMUM LANDING GEAR RETRACTION (VLR) MIN BATTERY VOLTAGE FOR APU START: VDC							VDC			
MAX FLAP EXTENSION/EXTENDED (VFE): APPROACH (VFE35) M FULL(VFE100)					MIN BATTERY VOLTAGE FOR BATT START: VDC					
BEST ANGLE OF CLIMB (VX) PROP DEICER AMMETER NORMAL OPERATION: A							ON: AMPS			
BEST RATE OF CLIMB (VY)					PROHIBITED MANEUVERS					
BEST ANGLE OF CLIMB SINGLE ENGINE (VXSE)					1					
BEST RATE OF CLIMB SINCIE ENGINE (VYSE)										
						ACCELERAT	TION LIMITATI	IONS		
MAA ENDUKANCE GLIDE										
MIN CONTROLLABLE SPEED ON GROUND (VMCG)					<b>FULL FLAPS:</b> TO G's					
GENERAL LIMITATIONS					WEIGHT LIMITATIONS					
PNEUMATIC P	RESSURE NORM OPERA	TING RANGE:		PSI	M	IAXIMUM RAM	P:1	POUNDS.		
GYRO SI	UCTION NORM OPERAT	ΓING RANGE:		_ inHg	МА	XIMUM TAKEO	)FF:	_ POUNDS.		
MIN OXYGEN REQUIRED FOR LOCAL/X-C FLIGHT: / PSI						MAXIMUM LANDING: POUNDS				
MAXIMUM OPI	LANDING LIMITATIONS									
NORMAL TAS ALTITUDE RANGE: +/ FEET						LANDINGS ONLY.				
	AI	.TITUDE CEILI	NG:	_ FEET	MAXIMUM SI	NK RATE AT G	ROUND CONTA	CT: FPM.		
					MAXIMUM CR	OSSWIND COM	IPONENT:	KNOTS.		
THE TOTAL FUEL SYSTEM CAPACITY IS U.S. GALLONS, OF WHICH U.S. GALLONS ARE USABLE.										