

## T-44C Operational Limits and Memory Items

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