



Airspeed limitations and their operational significance are shown in Figure 2-1. This calibration assumes zero instrument error.

| V / SPEED                |                                     | KCAS/KIAS | REMARKS   |
|--------------------------|-------------------------------------|-----------|---|
| V <sub>NE</sub>          | Never Exceed Speed                  | 196/195   | Do not exceed this speed in any operation.  |
| V <sub>NO</sub>          | Maximum Structural Cruising Speed   | 175/174   | Do not exceed this speed except in smooth air, and then only with caution.              |
| V <sub>A</sub>           | Maneuvering Speed at:               |           |   |
|                          | lbs./Kg.                            |           |   |
|                          | 2232/1012                           | 104/103   | Do not make full or abrupt control movement above this speed.                           |
|                          | 2430/1102                           | 109/108   |   |
|                          | 3300/1497                           | 127/126   |   |
|                          | 3368/1528                           | 128/127   |   |
| V <sub>FE</sub>          | Maximum Flap Extended Speed         | 111/110   | Do not exceed this speed with flaps in full down position.                              |
| V <sub>LE</sub>          | Maximum Landing Gear Extended Speed | 166/165   | Maximum speed at which the aircraft can be safely flown with the landing gear extended. |
| V <sub>LO</sub><br>(EXT) | Max. Speed for Gear Extension       | 141/140   | Max. speed at which the landing gear can be safely extended.                            |
| V <sub>LO</sub><br>(RET) | Max. Speed for Gear Retraction      | 107/106   | Maximum speed at which the landing gear can be safely retracted.                        |
|                          | Maximum Pilot Window Open Speed     | 133/132   | Do not exceed this speed with pilot window open.  |

NOT INTENDED FOR REAL FLIGHTS.