

## Section 2

### LIMITATIONS

#### AIRSPED LIMITATIONS

KIAS*	TERM	MARKING	
52	V <sub>SO</sub>	Bottom of White Arc	
60	V <sub>S</sub>	Bottom of Green Arc	
87	V <sub>FE</sub>	Top of White Arc	
125	V <sub>A</sub>	Blue Line and Placard	Observe placarded limitation for maneuvering speeds in relation to aircraft weight
156	V <sub>NO</sub>	Top of Green Arc	
156- 200	V <sub>NO</sub> - V <sub>NE</sub>	Yellow Arc	
200*	V <sub>NE</sub>	Red Line	*V <sub>NE</sub> is a function of TAS. Reference V <sub>NE</sub> using TAS as flight conditions dictate.

#### NOTE

*Because of the high ratio of top speed to stall speed and maneuvering speed, this aircraft is more susceptible to pilot induced overloads than other similar airplanes. THE PILOT CAN THEREFORE IMPOSE DESTRUCTIVE LOADS ON THE AIRFRAME ABOVE THE RELATIVELY LOW MANEUVERING SPEED. OBSERVE LIMITATIONS, EXERT CAUTION, AND FLY ACCORDINGLY.*

#### POWERPLANT LIMITATIONS

Maximum Output	260 Horsepower
Maximum Speed	2700 RPM
Maximum Oil Temperature	235°F
Normal Oil Temp	140-220°F
Minimum Oil Pressure	20 psi
Maximum Oil Pressure	95 psi
Maximum Absolute Cylinder Head Temperature (CHT)	500°F
Maximum Normal CHT	435°F
Normal CHT	350°F -385°F
Maximum Fuel Pressure	45 psi
Minimum Fuel Pressure	14 psi
Fuel Grade	100 LL Aviation Gasoline

#### ENGINE INSTRUMENT LIMITATIONS

Tachometer	Normal Operating Range	0-2700 RPM
	Maximum	2700 RPM