2.8 - MARKINGS

AIRSPEED INDICATOR

Airspeed indicator markings and their color code significance are shown in Figure 2.8.1.

MARKING	KIAS (Value or range)	SIGNIFICANCE
White arc	60 - 122	Full Flap Operating Range Lower limit is maximum weight V_{SO} in landing configuration.
Wide	60 - 75	Transition point between wide and narrow arcs is stall speed with flaps UP
Narrow	75 - 122	Upper limit is maximum speed permissible with flaps LDG
Red line	266	Maximum speed for all operations

Figure 2.8.1 - AIRSPEED INDICATOR MARKINGS

4.2 - AIRSPEEDS FOR NORMAL OPERATION

CONDITIONS : - Takeoff weight : 6579 lbs (2984 kg)
- Landing weight : 6250 lbs (2835 kg)

1 Rotation airspeed (V_R)
- Flaps TO ..... Depending on weight (See "Takeoff distances" Section 5)

2 Best rate of climb speed (V_Y)
- Landing gear UP, flaps UP ..... 123 KIAS

3 Best angle of climb speed (V_X) ..... 95 KIAS

4 Maximum speed : Flaps TO ..... 178 KIAS
Flaps LDG ..... 122 KIAS

5 Maximum speed with landing gear down ..... 178 KIAS

6 Maximum landing gear operating speed
- Extension ..... 178 KIAS
- Retraction ..... 128 KIAS

7 Approach speed
- Flaps LDG ..... 80 KIAS

8 Maximum operating speed (V_{MO}) ..... 266 KIAS

9 Glide speed (maximum L / D ratio)
- Landing gear UP, flaps UP ..... 110 KIAS

10 Maximum inertial separator operating speed ..... 200 KIAS

WINGS

The wings are monocoque, bi-spar structures. Main spars of each wing are linked to the fuselage by two integral attach fittings. Each wing contains a main landing gear housing and sealed casings forming the fuel tank. The wing leading edge is equipped with a deicing system.

AILERONS, SPOILERS AND PITCH TRIM TAB

The ailerons located on external trailing edge of each wing are hinged on two attach fittings fixed on the rear spar. They allow airplane lateral control and are controlled mechanically through control wheel rotation.

The spoilers located in front of flaps, on top skin side, are mechanically linked to the ailerons.

Trim tab knob attached on the trailing edge of L.H. aileron is electrically activated by a trim knob, through an actuator.

WING FLAPS (Figure 7.2.2)

The wing flaps are large span slotted flaps with a single rotation point. They are activated by actuating rod-controlled screw jacks linked to an electric motor located under the floor, inside the fuselage.

A preselection control located on the right side of pedestal console allows the pilot to select one of the three positions (UP - TO - LDG). For each control position, a deflection angle is defined (0°, 10°, 34°).

The flap control knob is protected by a casing to avoid accidental operation.

A monitoring device interrupts flaps movement as soon as a deflection dissymmetry is detected.