

INSTRUMENT MARKINGS

Instrument	Red Radial (Min)	Yellow Arc	White Arc	Green Arc	Blue Radial	Yellow Arc	Red Radial (Max)	Dashed Red Radial	Red Arc	Red Dot
Airspeed Indicator (knots)	92 ⁽¹⁾		86 to 153	97.5 to 248	133 ⁽⁵⁾		178-248 ⁽⁹⁾			
Interstage Turbine Temp. (°C)				0 to 923 200 to 923 ⁽¹³⁾			923	944 ⁽¹¹⁾		1149 ⁽¹⁰⁾
Torquemeter (ft.-lb.)				0 to 2206		2206 to 2363	2363	2,468 ⁽¹⁴⁾		
Tachometer (%RPM)				96 to 100			101			
Fuel Pressure (psi)	15 ⁽²⁾	15 to 20		20 to 80			80			
Oil Pressure (psi)	40 ⁽²⁾	40 to 70 ⁽²⁾		70 to 120 50 to 70 ⁽⁴⁾			120			
Oil Temperature (°C)	-40	-40 to +55 ⁽³⁾		55 to 110		110 to 127 ⁽⁶⁾	127			
Oxygen (psi)			0 to 300	1600 to 1850					1850 to 2000	
Deicer Boot Pressure (psi)	10	10 to 12		12 to 19		19 to 21	21			
Suction (in. Hg.)	4.4			4.4 to 4.8			5.5			
Hydraulic Pressure (psi)		1400 to 1700		1700 to 2100		2100 to 2300 ⁽⁷⁾	2300			
Cabin Differential Press. (psi)				0 to 7.0		7.0 to 7.25 ⁽⁸⁾	7.25 ⁽¹²⁾		7.0 and up 7.25 and up ⁽⁸⁾	
Prop Deicer Ammeter (amps)				14 to 18						
Pitot Heat Ammeter (amps)				2.4 to 10						
Fuel Quantity Indicator						1850 to 2200				

- (1) VMC
(2) At 65% RPM.
(3) See Fig. 1-2 for minimum oil temperature for takeoff.
(4) Above 23,000 feet, minimum oil pressure is 50 psi.
(5) Single engine best rate of climb speed.
(6) Ground operation only.
(7) 3 minute limit during flight.

- (8) With Swearingen P/N 26-84051-5 gauge installed.
(9) Table shows CAS limits versus altitude as marked on the A/S indicator.
(10) Used during start as limit ITT.
(11) 944 is emergency AWI ITT limit (923 is maximum ITT for aircraft not AWI - equipped).
(12) With Swearingen P/N 27-84253-1 gauge installed.
(13) With digital gauge installed.
(14) 2,468 is emergency water injection 5 minute torque limit.

A/S	F/L
248	170
233	200
218	230
203	260
188	290
178	310

SWEARINGEN MERLIN SA226-AT

ZERO THRUST STALL SPEEDS

NOTE

- Speeds are based on tests with both propellers feathered.
- The center of gravity is the most forward allowable at each weight.
- The gear is up for flaps 1/2 and flaps up.
- The gear is down for flaps down.

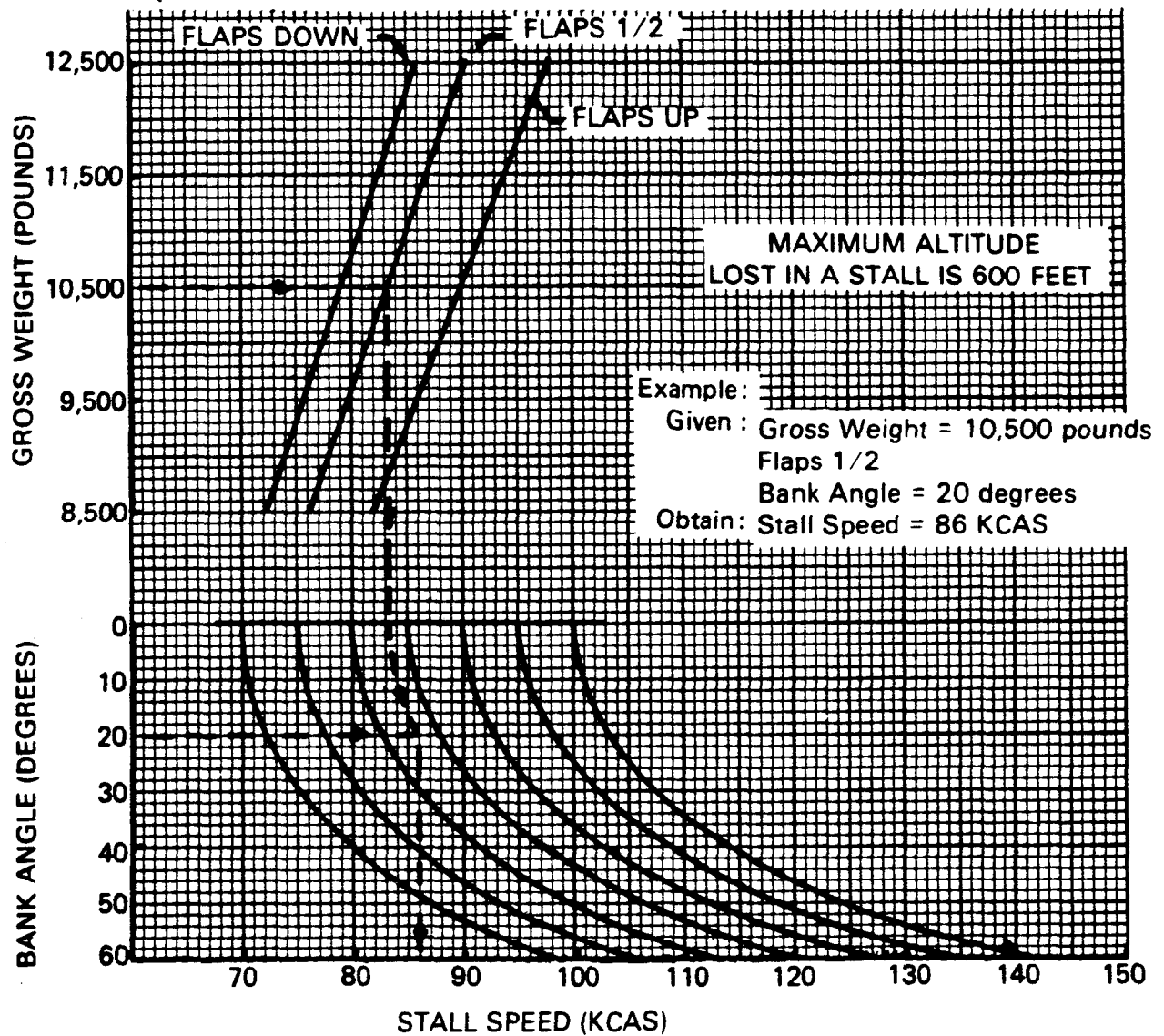


Figure 4—14