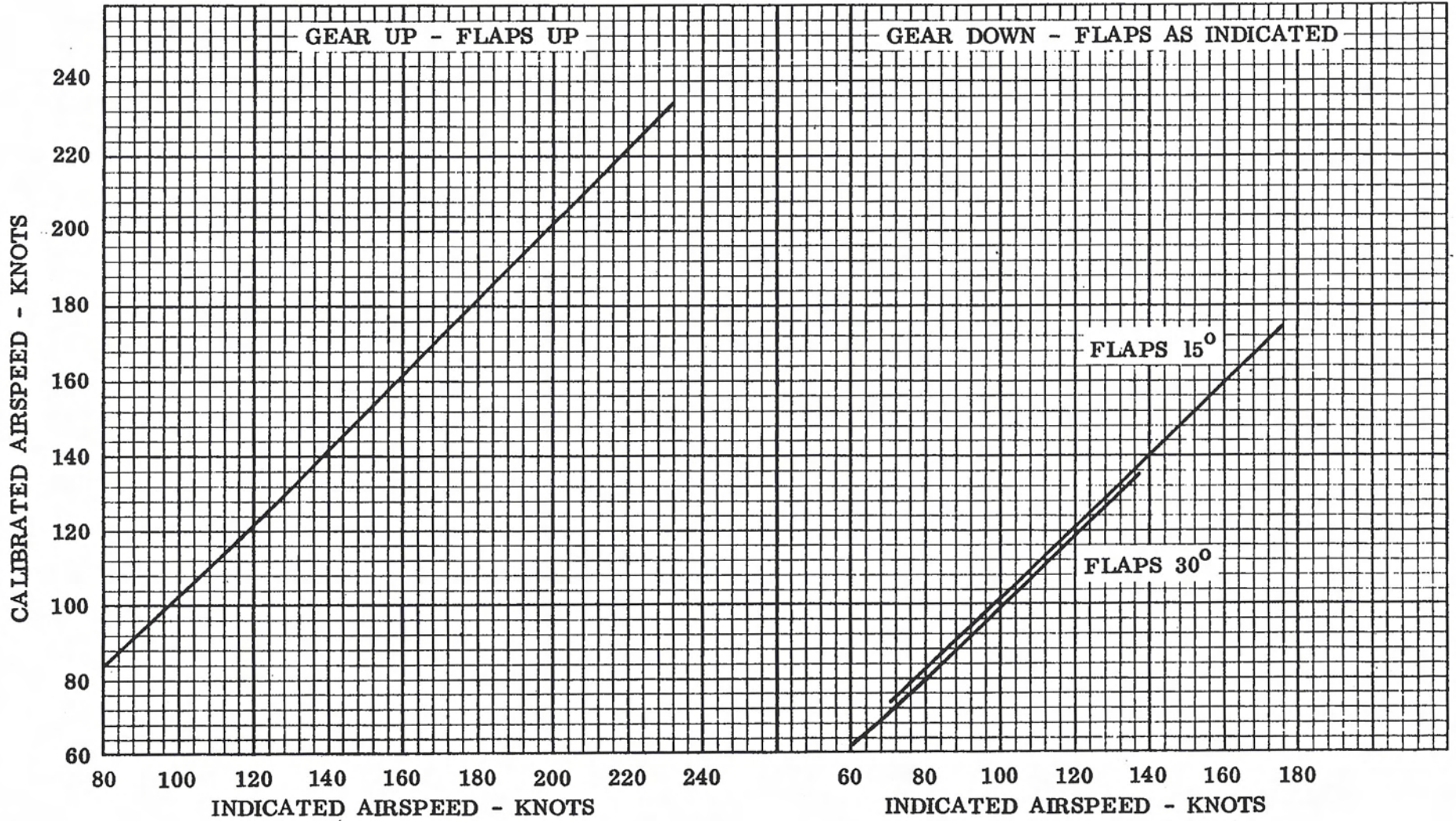


**SECTION IV**  
**FAA PERFORMANCE**

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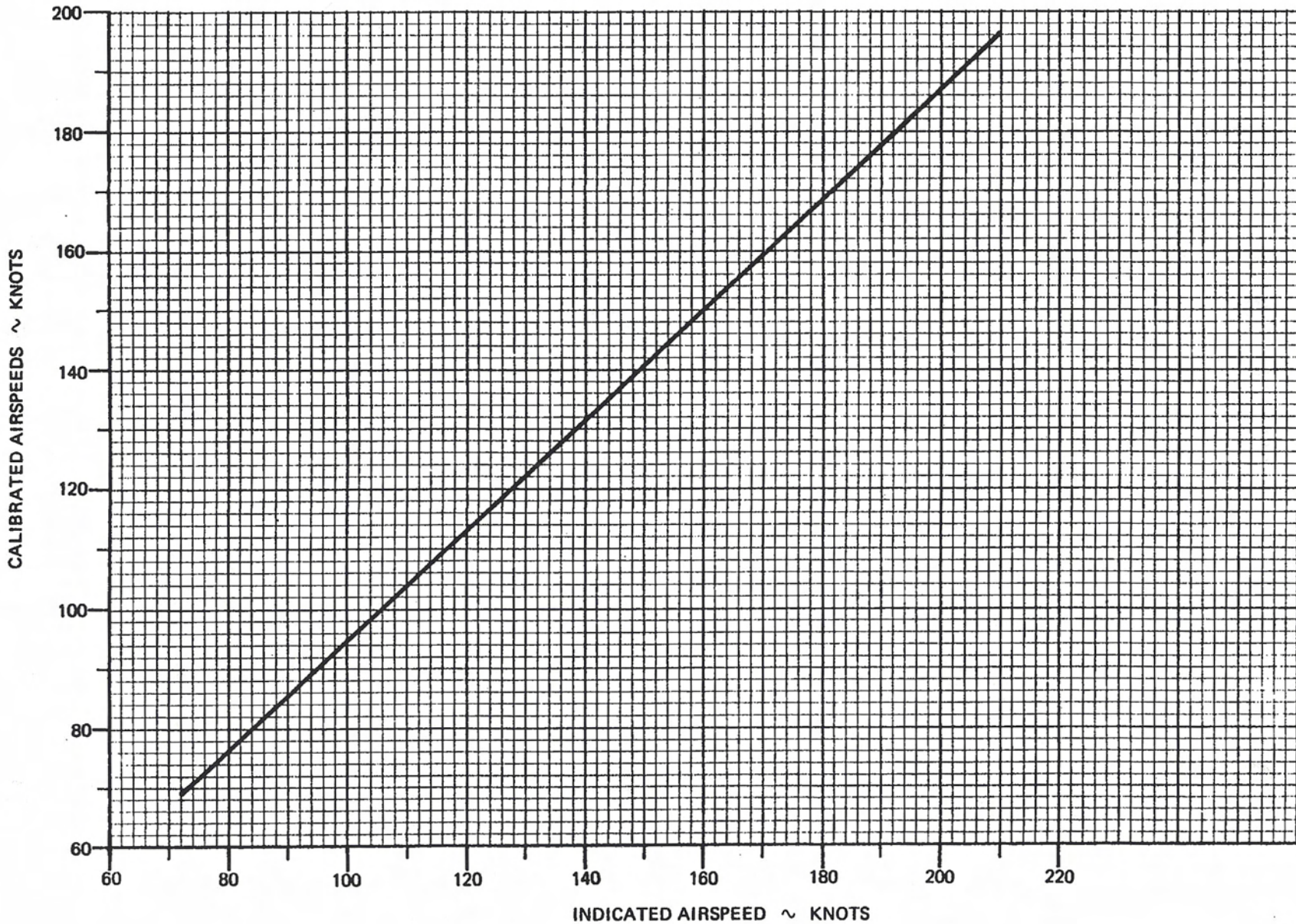
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# AIRSPEED CALIBRATION NORMAL SYSTEM



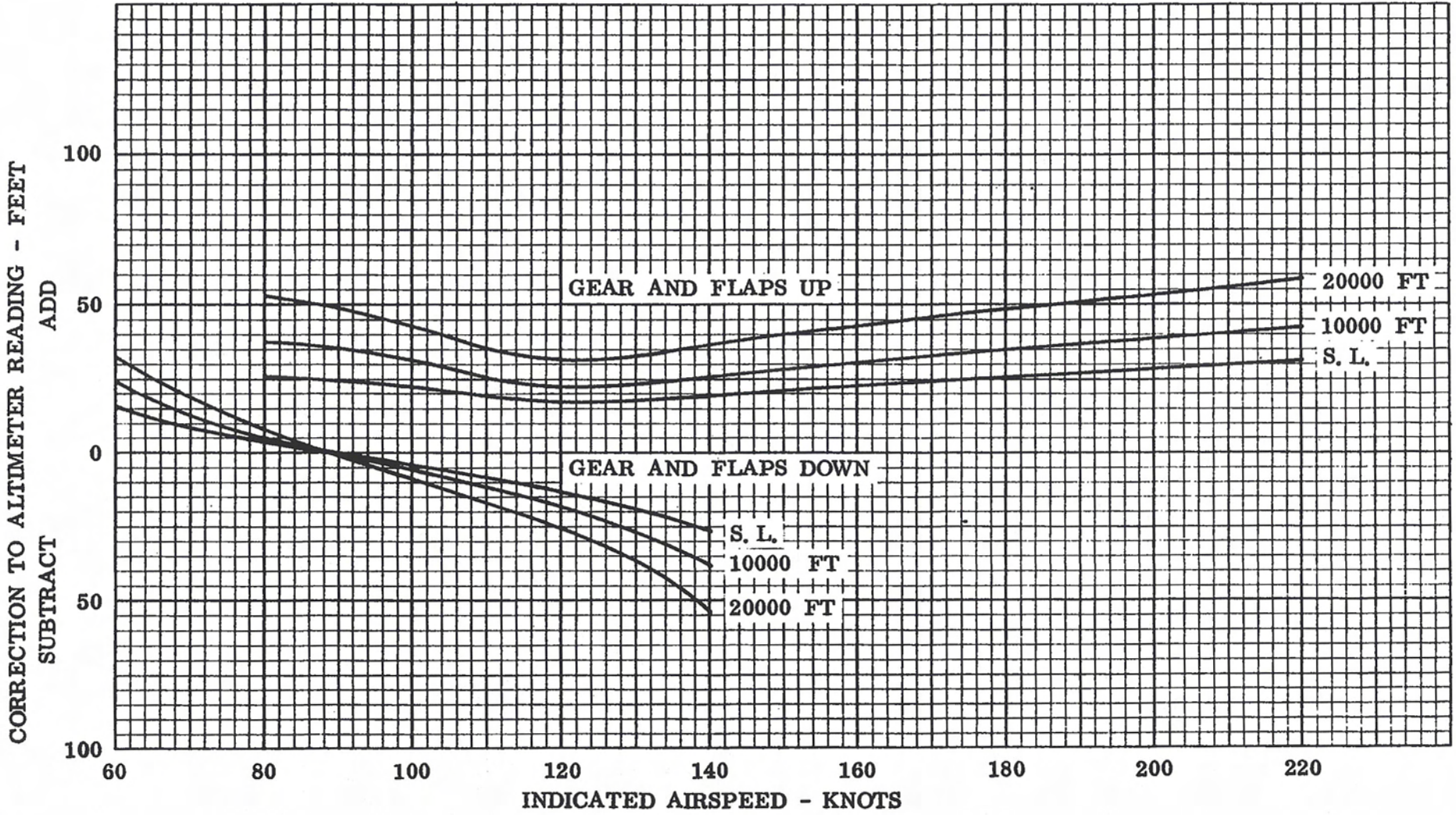
# AIRSPEED CALIBRATION – ALTERNATE SYSTEM

NOTE: INDICATED AIRSPEED ASSUMES ZERO INSTRUMENT ERROR  
APPLICABLE FOR ALL GEAR AND FLAP POSITIONS



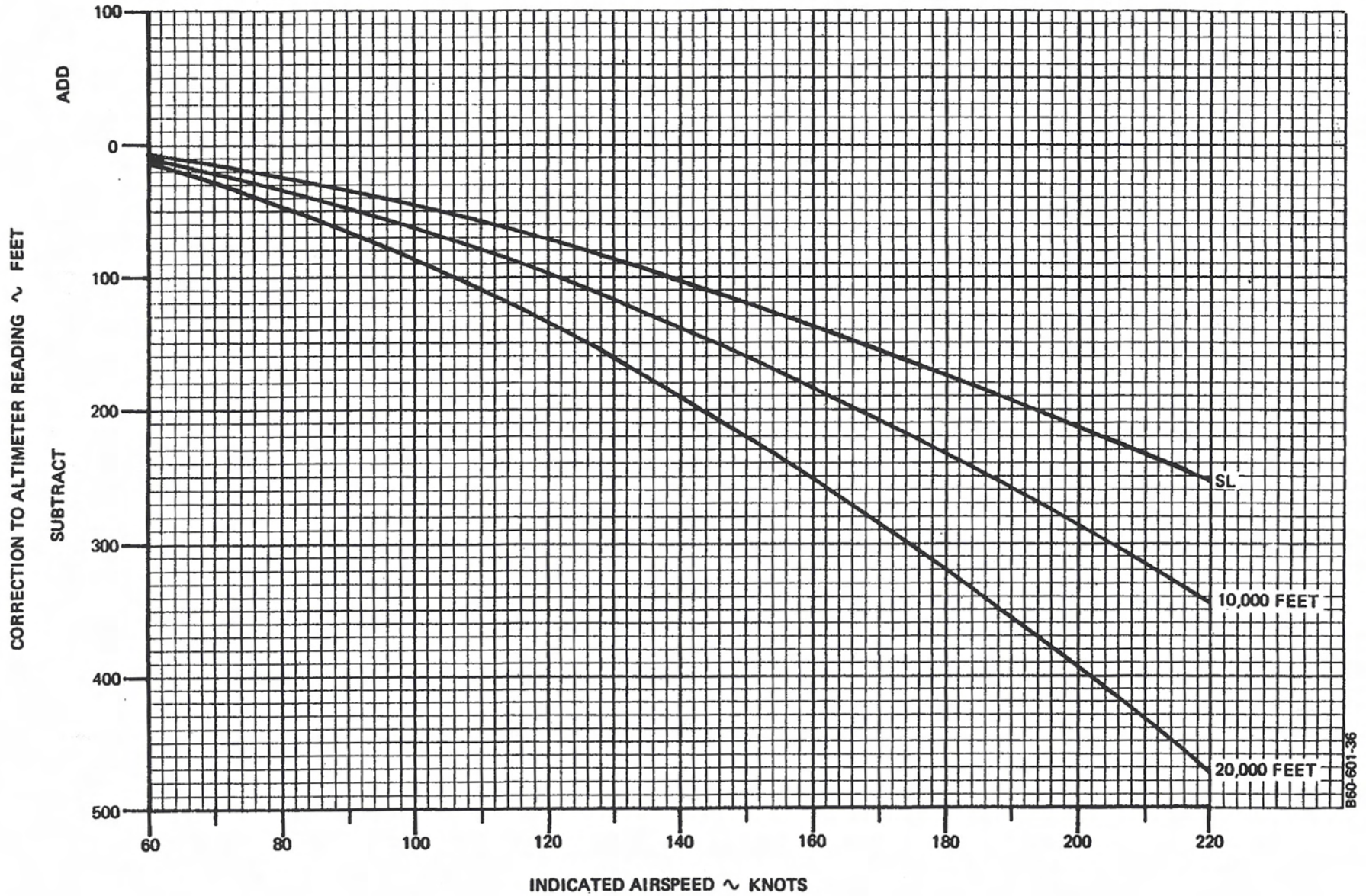
B60-601-37

# ALTIMETER CORRECTION NORMAL SYSTEM

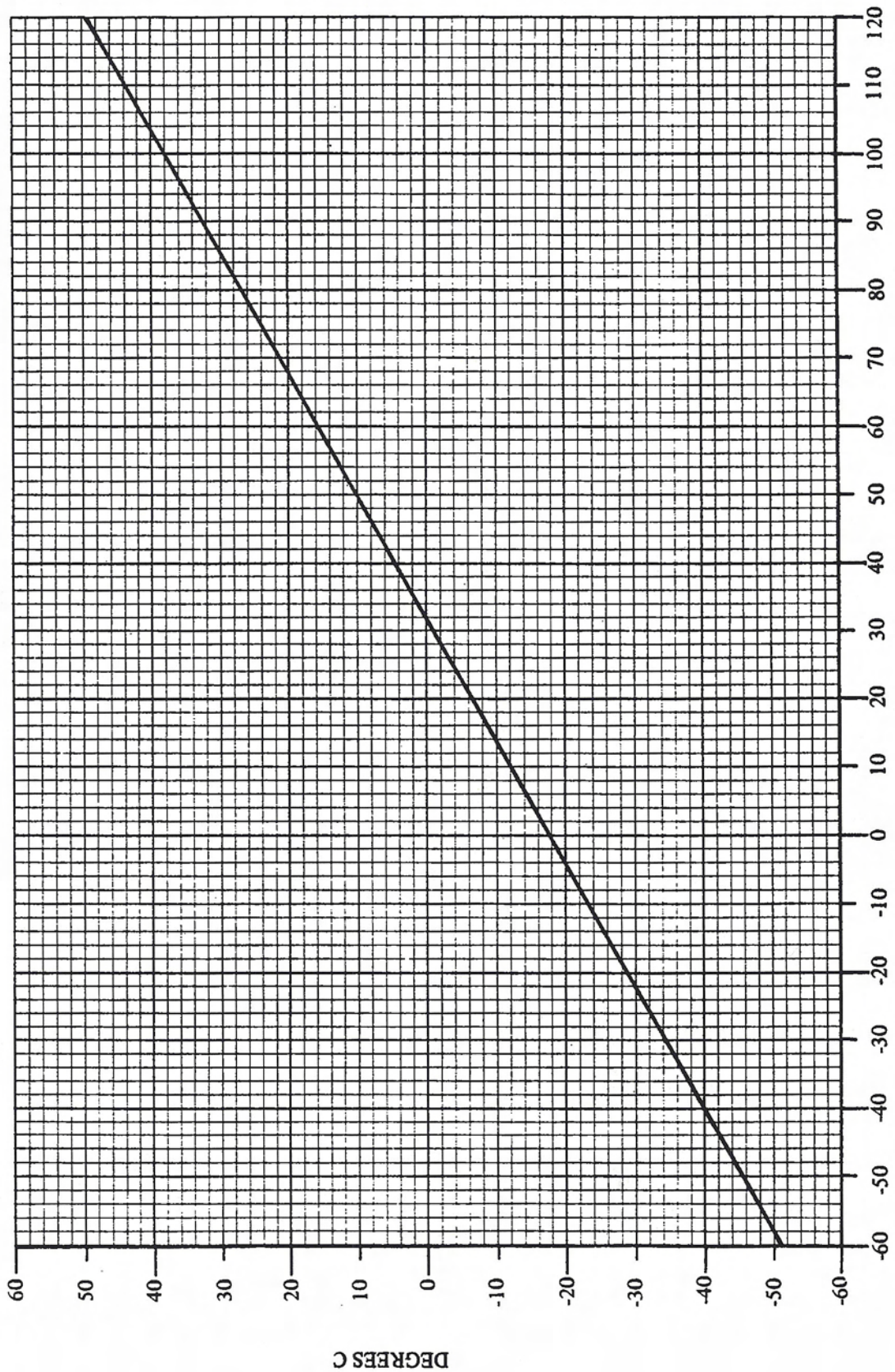


# ALTIMETER CORRECTION — ALTERNATE SYSTEM

NOTE: INDICATED AIRSPEED ASSUMES ZERO INSTRUMENT ERROR  
APPLICABLE FOR ALL GEAR AND FLAP POSITIONS



# TEMPERATURE CONVERSION °C vs °F

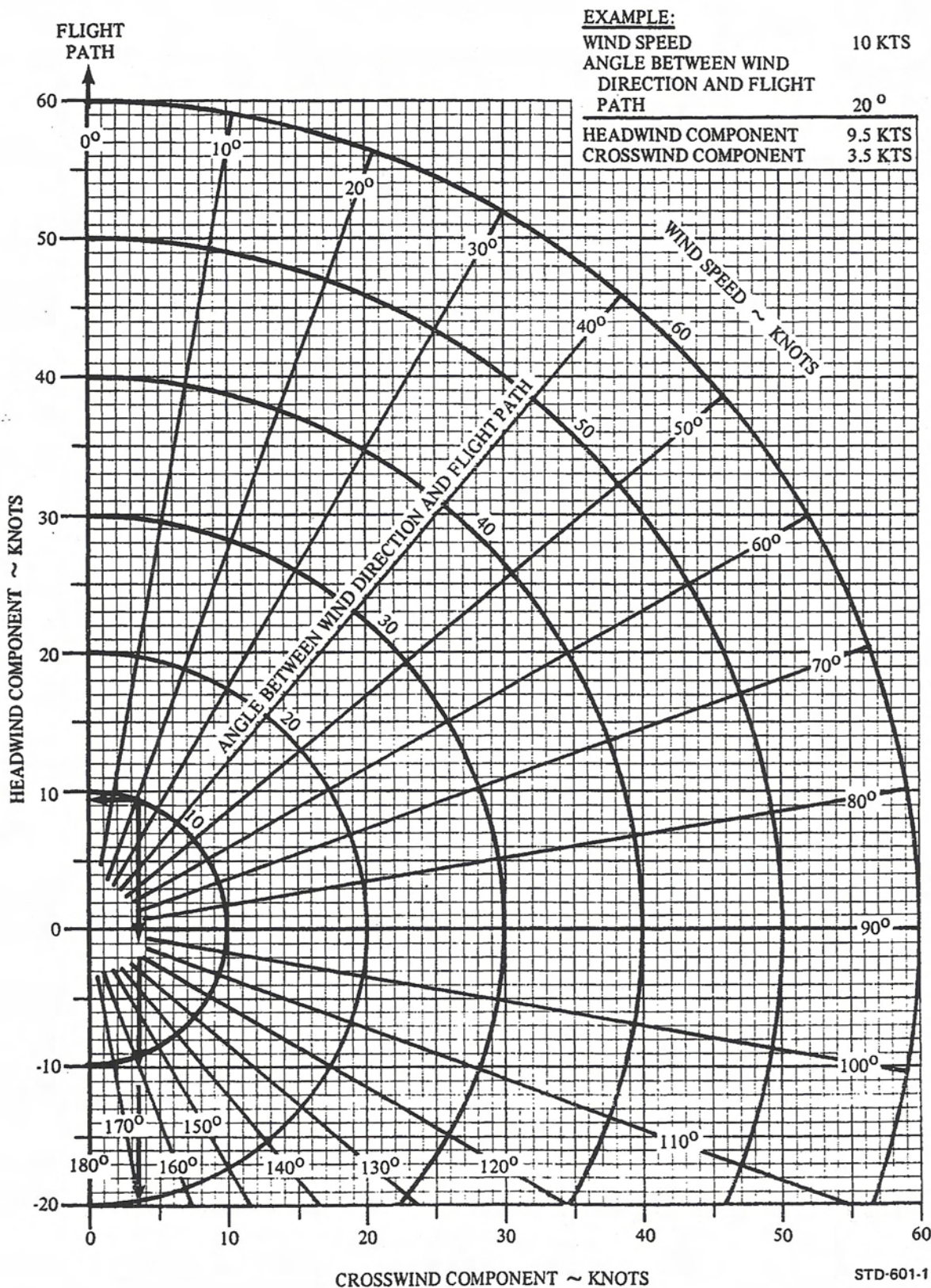


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DEGREES F

# WIND COMPONENTS

**DEMONSTRATED CROSSWIND IS 25 KNOTS**



# NORMAL TAKE-OFF

**ASSOCIATED CONDITIONS:**

POWER TAKEOFF POWER SET  
PRIOR TO BRAKE RELEASE  
FLAPS UP  
COWL FLAPS OPEN  
RUNWAY PAVED, LEVEL, DRY SURFACE  
TAKE-OFF SPEED IAS AS TABULATED

NOTE: GROUND ROLL IS APPROXIMATELY  
79% OF TOTAL TAKE-OFF DISTANCE  
OVER 50 FT OBSTACLE.

WEIGHT POUNDS	TAKE-OFF SPEED (ASSUMES ZERO INST. ERROR)			
	LIFT-OFF		50 FT	
	MPH	KTS	MPH	KTS
6775	108	94	108	94
6400	107	93	107	93
6000	106	92	106	92
5600	104	90	104	90
5200	102	89	102	89

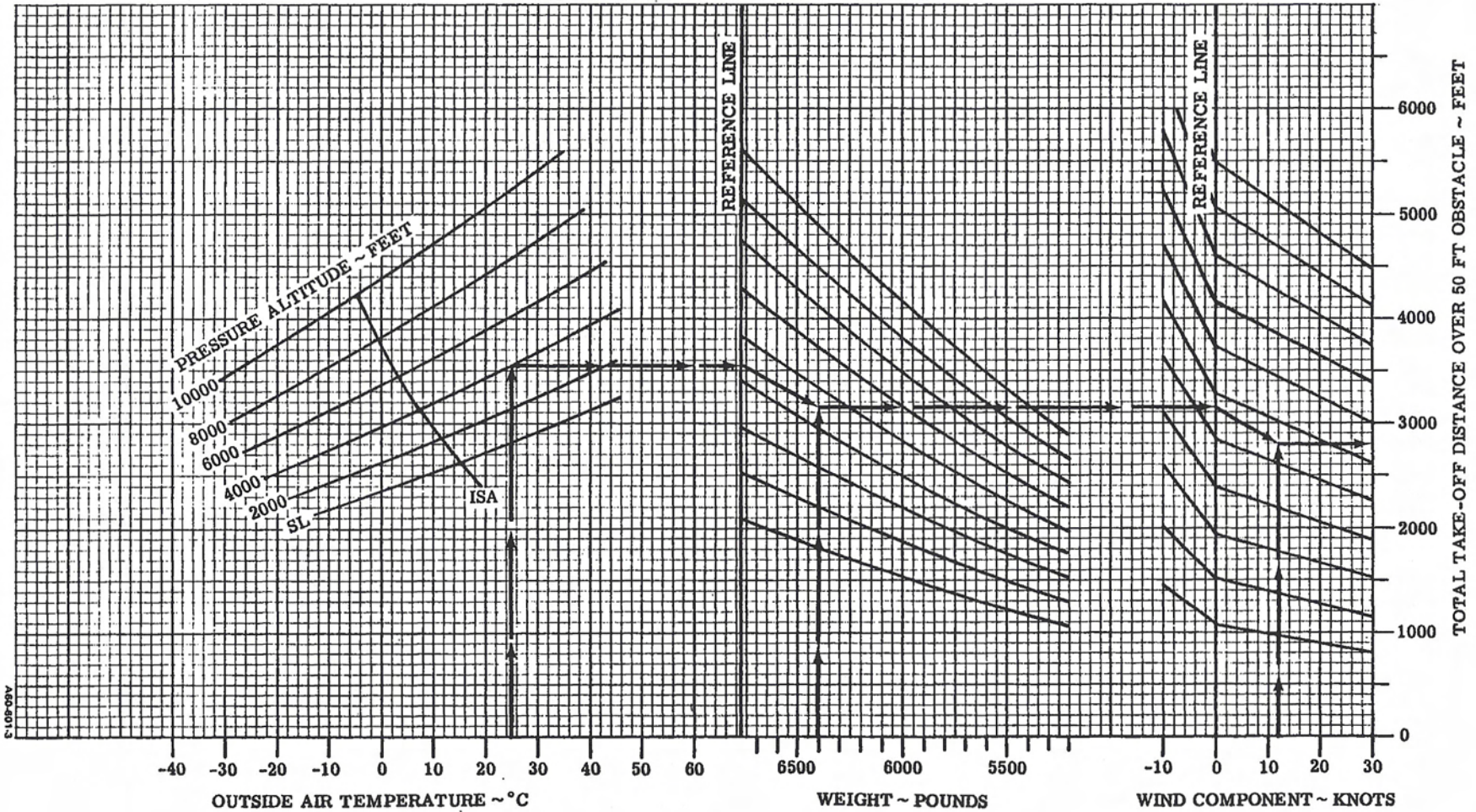
**EXAMPLE:**

OAT 25°C  
PRESSURE ALTITUDE 4000 FT  
TAKE-OFF WEIGHT 6400 LBS  
HEAD WIND COMPONENT 12 KNOTS

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TOTAL DISTANCE 2800 FT  
GROUND ROLL (79% OF 2800) 2212  
TAKE-OFF SPEED

LIFT-OFF 93 KIAS  
50 FT 93 KIAS





## TWO-ENGINE CLIMB

**ASSOCIATED CONDITIONS:**

POWER            MAXIMUM CONTINUOUS  
 GEAR            UP  
 FLAPS            UP  
 COWL FLAPS    OPEN  
 CLIMB SPEED    IAS AS TABULATED

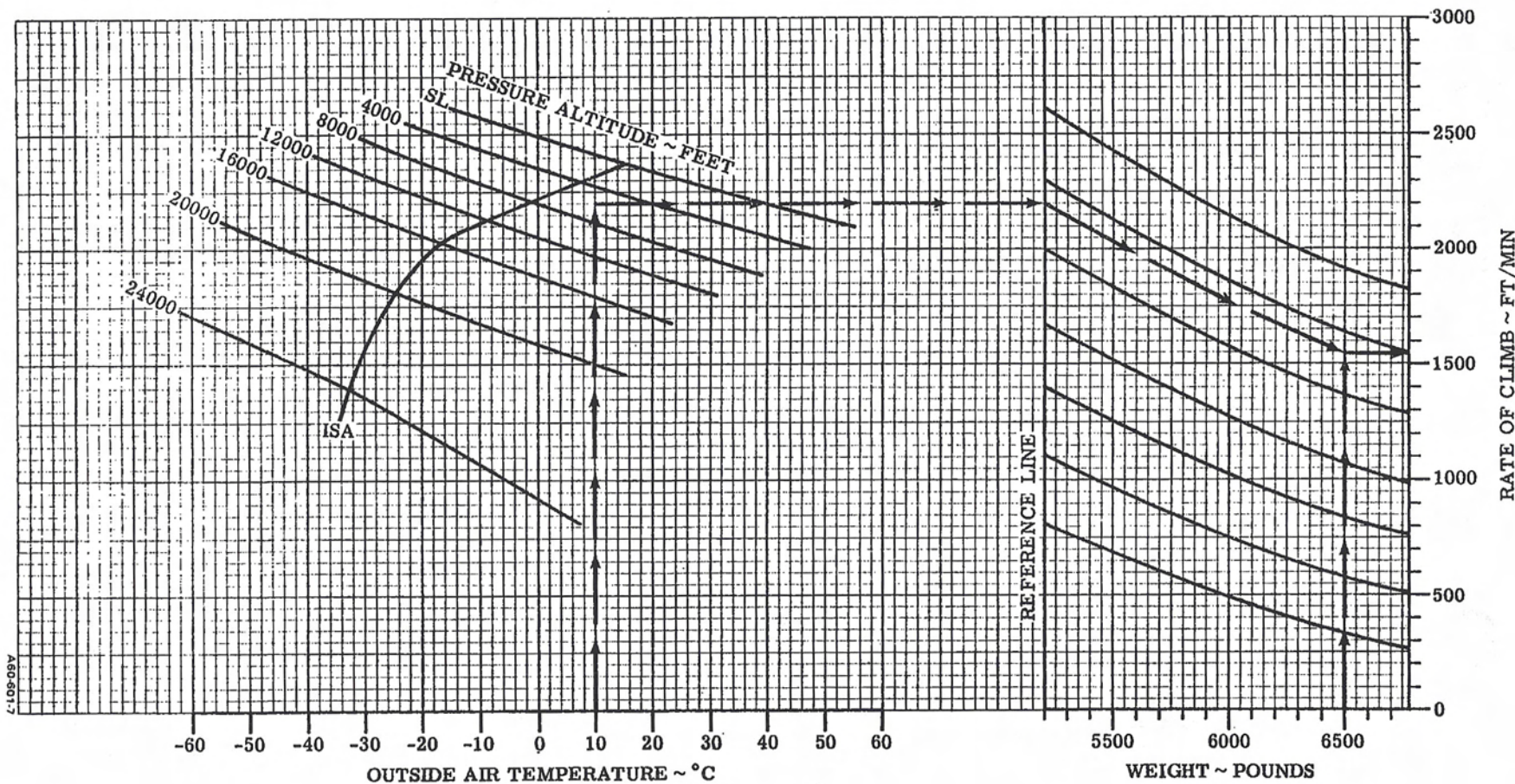
WEIGHT POUNDS	CLIMB SPEED (ASSUMES ZERO INST. ERROR)	
	MPH	KNOTS
6775	138	120
6400	137	119
6000	133	116
5600	132	115
5200	130	113

**EXAMPLE:**

OAT                            10°C  
 PRESSURE ALTITUDE        6000 FT  
 WEIGHT                      6500 LBS

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RATE OF CLIMB            1550 FT/MIN  
 CLIMB SPEED              119 KIAS



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# SINGLE-ENGINE CLIMB

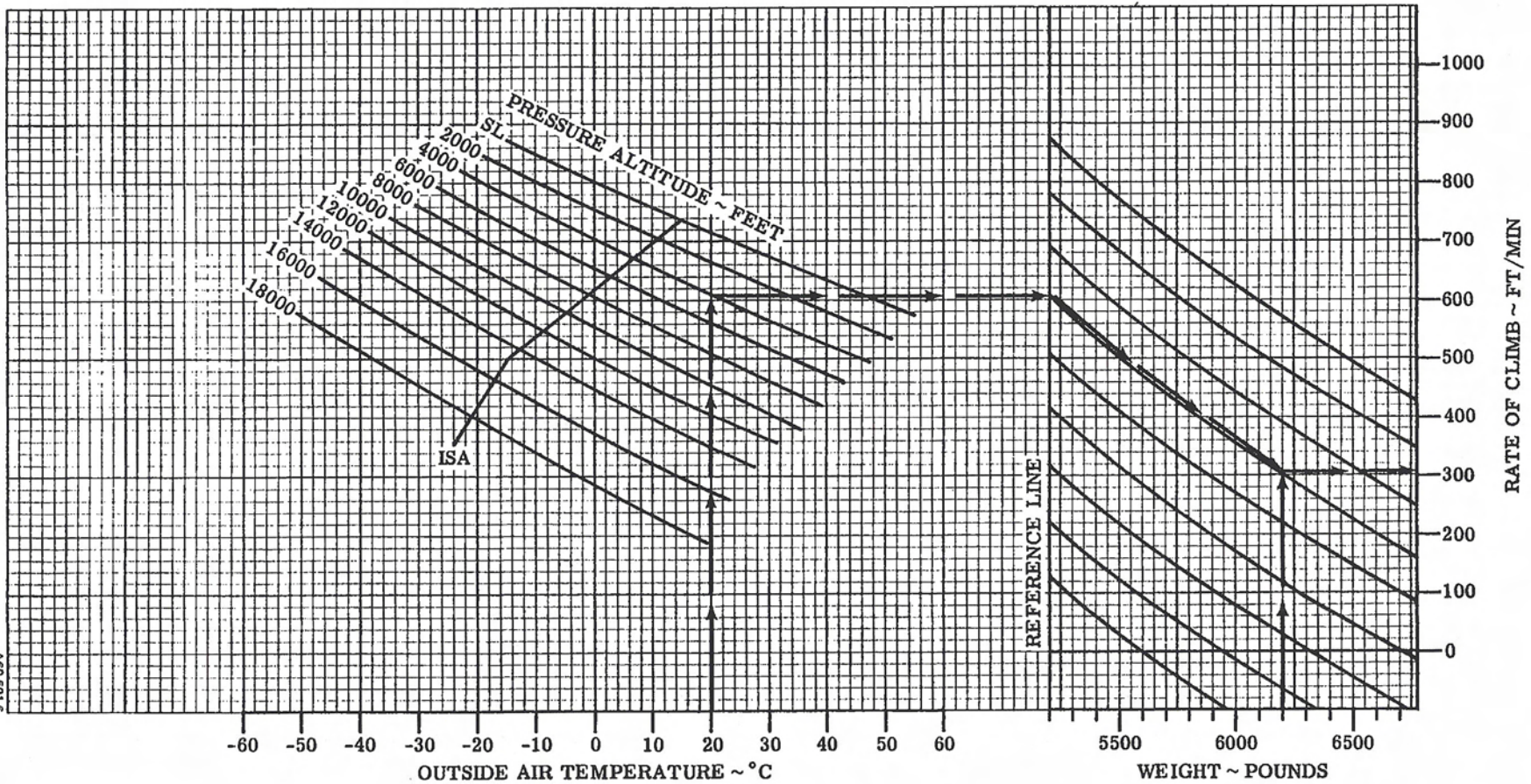
**ASSOCIATED CONDITIONS:**

POWER	MAXIMUM CONTINUOUS
GEAR	UP
FLAPS	UP
COWL FLAPS	OPEN
INOPERATIVE PROPELLER	FEATHERED
CLIMB SPEED	IAS AS TABULATED

WEIGHT POUNDS	CLIMB SPEED ~ KNOTS (ASSUMES ZERO INST. ERROR)	
	MPH	KNOTS
6775	127	110
6400	124	108
6000	122	106
5600	120	104
5200	119	103

**EXAMPLE:**

OAT	20°C
PRESSURE ALTITUDE	4000 FT
WEIGHT	6200 LBS
<hr/>	
RATE OF CLIMB	305 FT/MIN
CLIMB SPEED	107 KIAS



## BALKED LANDING CLIMB

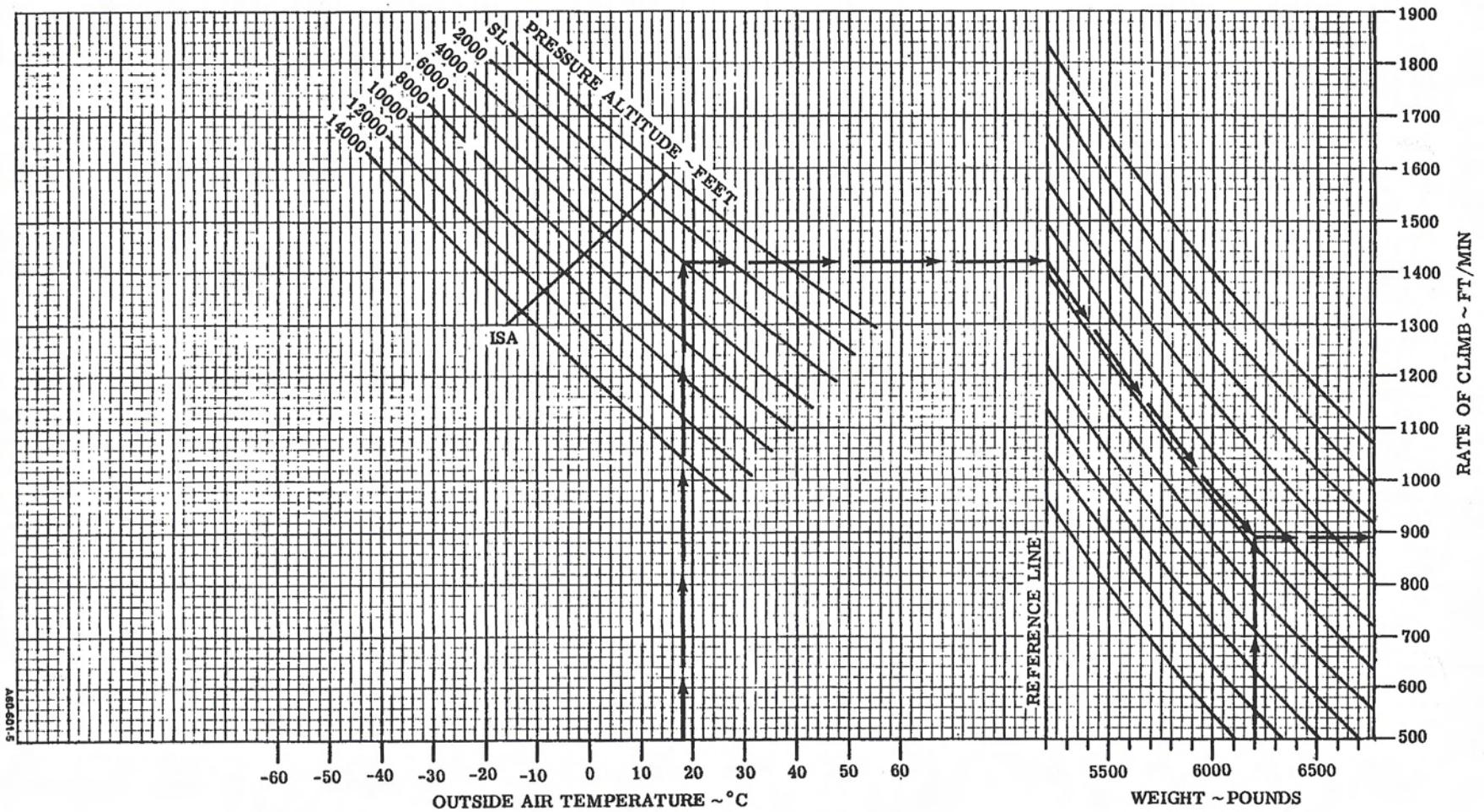
**ASSOCIATED CONDITIONS:**

POWER TAKE-OFF  
 GEAR DOWN  
 FLAPS 30°  
 CLIMB SPEED IAS AS TABULATED

WEIGHT POUNDS	CLIMB SPEED ~ KNOTS (ASSUMES ZERO INST. ERROR)	
	MPH	KNOTS
6775	115	100
6400	114	99
6000	112	97
5600	110	96
5200	108	94

**EXAMPLE:**

OAT 18°C  
 PRESSURE ALTITUDE 4000 FT  
 WEIGHT 6200 LBS  
 RATE OF CLIMB 890 FT/MIN  
 CLIMB SPEED 98 KIAS



# NORMAL LANDING

**ASSOCIATED CONDITIONS:**

POWER AS REQUIRED TO MAINTAIN 800 FT/MIN ON FINAL APPROACH  
 FLAPS 30°  
 RUNWAY PAVED, LEVEL, DRY SURFACE  
 APPROACH SPEED IAS AS TABULATED  
 BRAKING MAXIMUM

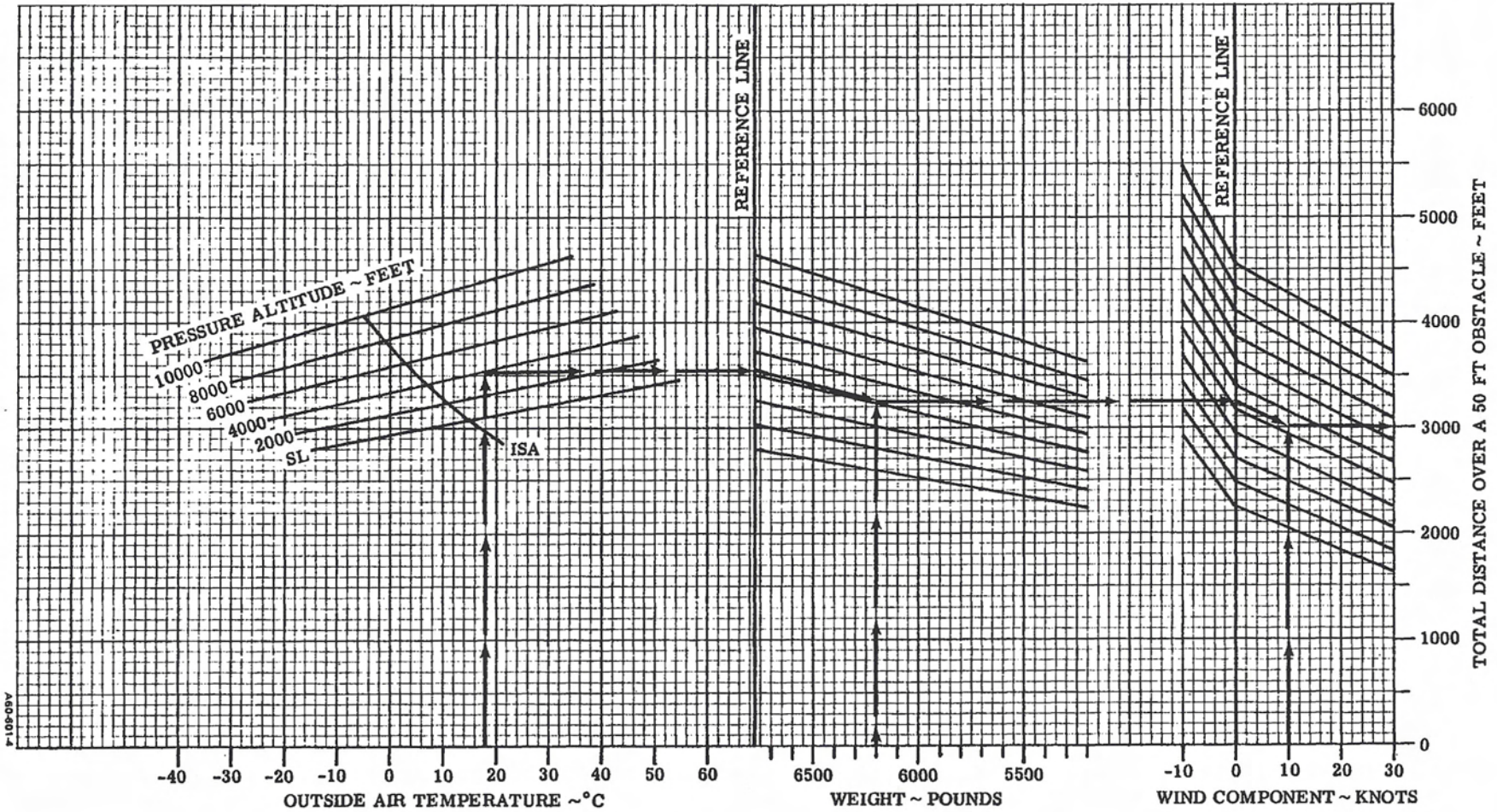
NOTE: GROUND ROLL IS APPROXIMATELY 43% OF TOTAL DISTANCE OVER A 50 FT OBSTACLE

WEIGHT POUNDS	APPROACH SPEED KNOTS (ASSUMES ZERO INST. ERROR)	
	MPH	KNOTS
6775	113	98
6400	110	96
6000	107	93
5600	104	90
5200	98	85

**EXAMPLE:**

OAT 18° C  
 PRESSURE ALTITUDE 4000 FT  
 LANDING WEIGHT 6200 LBS  
 HEAD WIND COMPONENT 10 KNOTS

TOTAL DISTANCE OVER A 50 FT OBSTACLE 3000 FT  
 GROUND ROLL (43% OF 3000) 1290 FEET  
 APPROACH SPEED 95 KIAS



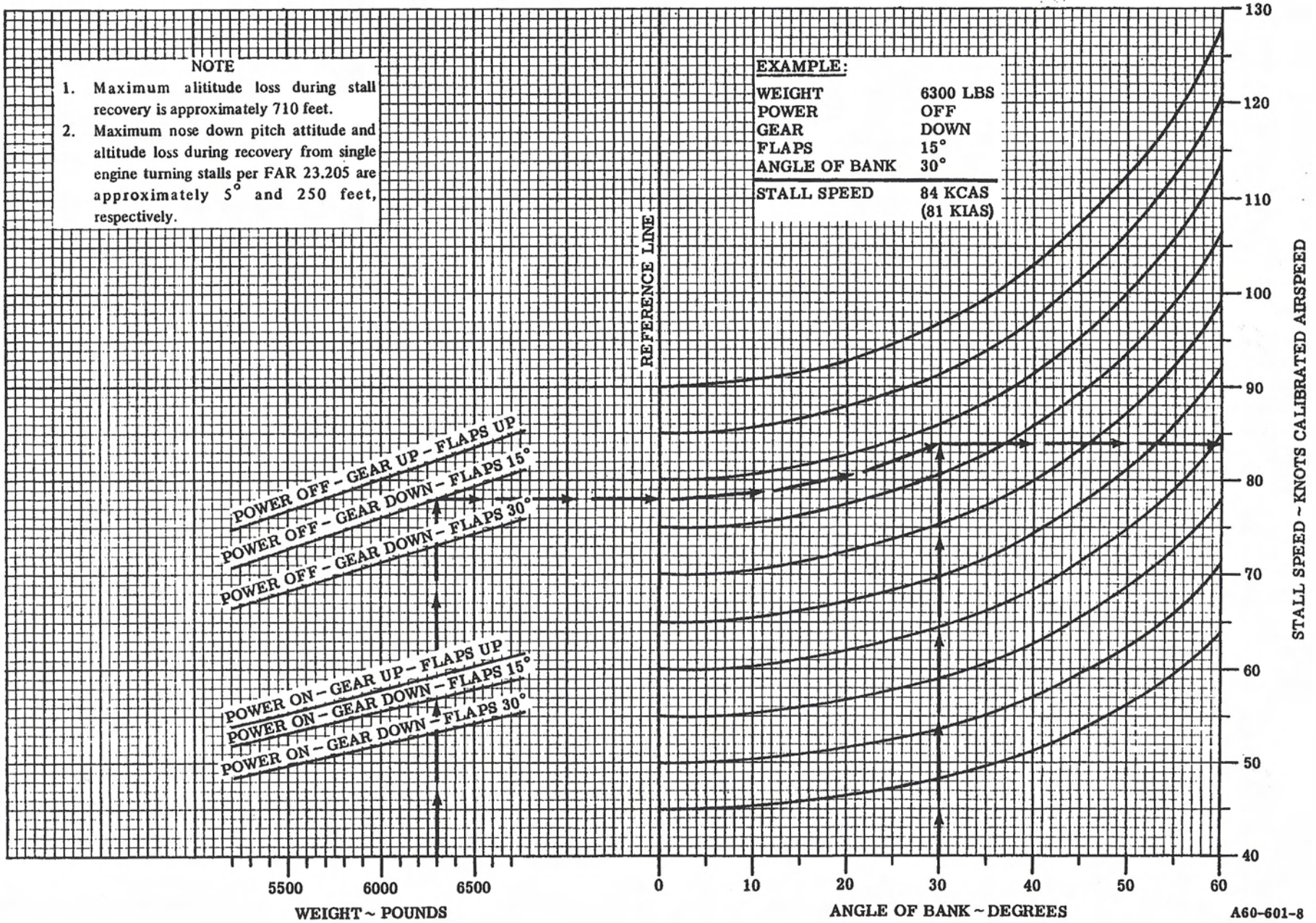
# STALL SPEEDS

**NOTE**

1. Maximum altitude loss during stall recovery is approximately 710 feet.
2. Maximum nose down pitch attitude and altitude loss during recovery from single engine turning stalls per FAR 23.205 are approximately 5° and 250 feet, respectively.

**EXAMPLE:**

WEIGHT	6300 LBS
POWER	OFF
GEAR	DOWN
FLAPS	15°
ANGLE OF BANK	30°
STALL SPEED	84 KCAS (81 KIAS)



2

2

2