WEIGHT AND BALANCE - No change

SYSTEMS DESCRIPTION

ENVIRONMENTAL SYSTEMS

PRESSURIZATION

CABIN ALTITUDE CONTROLLER

The controller contains a visual display of the selected altitude, an altitude selector, and a rate control. The altitude outer scale indicates the selected cabin altitude and the inner scale indicates the corresponding airplane altitude where the maximum differential pressure would occur.

Before take-off, the altitude may be set either to the desired cabin altitude (outer scale) or to the planned cruising altitude (inner scale) plus 500 feet. Before descent to landing, the outer scale should be set to the field elevation plus 500 feet.

The rate control regulates the rate at which cabin pressure ascends or descends to the selected altitude. The pointer set to the vertical position results in a rate of approximately 500 ft/min.

If the cabin differential pressure reaches the maximum and the airplane is still climbing, the cabin altitude will climb with the airplane altitude.

Approved: Donald H Peters

For W. H. Schultz
Beech Aircraft Corporation
DOA CE-2

FAA Approved
Issued: August, 1981
P/N 131787

SECTION VI

PERFORMANCE

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DISTANCE TO ACCELERATE TO DECISION SPEED AND STOP

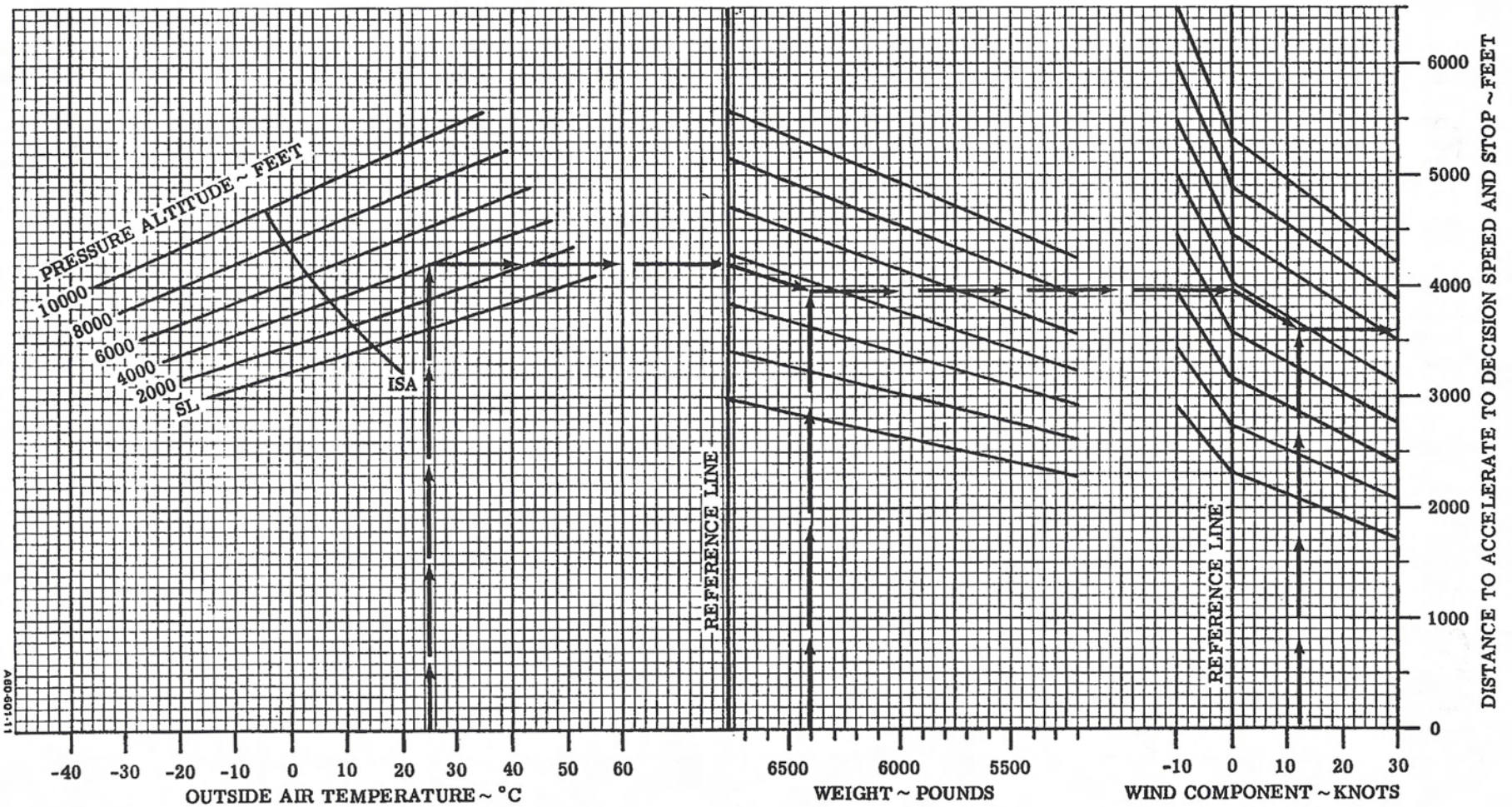
ASSOCIATED CONDITIONS:

POWER	1. TAKE-OFF POWER SET BEFORE BRAKE RELEASE 2. BOTH ENGINES IDLE AT DECISION SPEED
FLAPS	UP
COWL FLAPS	OPEN
RUNWAY	PAVED, LEVEL, DRY SURFACE
BRAKING	MAXIMUM

WEIGHT POUNDS	DECISION SPEED ~ KNOTS (ASSUME ZERO INST. ERROR)	
	MPH	KNOTS
6775	108	94
6400	107	93
6000	106	92
5600	104	90
5200	102	89

EXAMPLE:

OAT	25°C
PRESSURE ALTITUDE	4000 FT
WEIGHT	6400 LBS
HEAD WIND COMPONENT	12 KNOTS
ACCELERATE AND STOP DISTANCE	3600 FT
DECISION SPEED	93 KIAS



OBSTACLE TAKE-OFF

ASSOCIATED CONDITIONS:

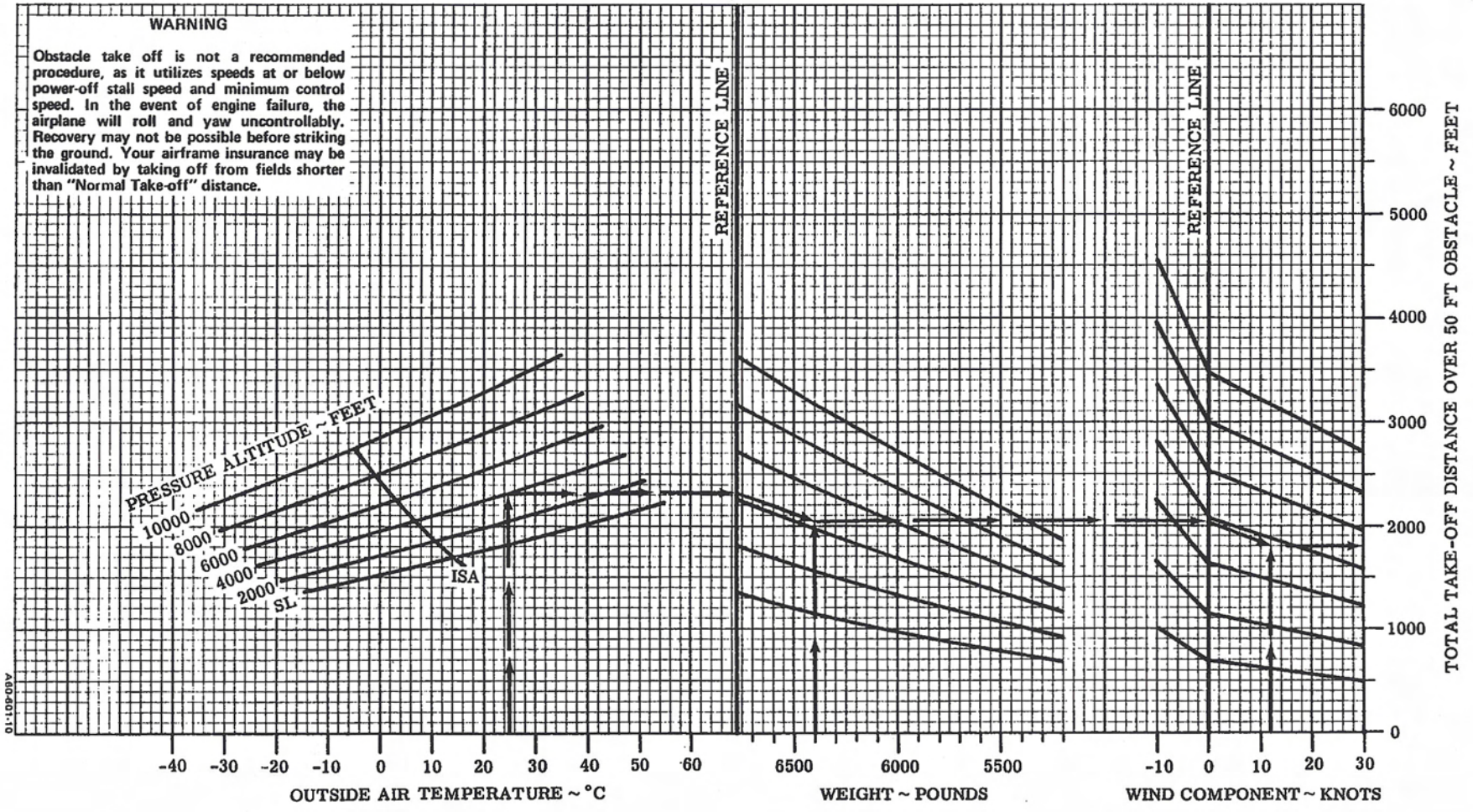
POWER	TAKE-OFF POWER APPLIED PRIOR TO BRAKE RELEASE
FLAPS	15° (HALF FLAP)
RUNWAY	PAVED, LEVEL, DRY SURFACE
TAKE-OFF SPEED	IAS AS TABULATED

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

WEIGHT POUNDS	TAKE-OFF SPEED ~ KNOTS (ASSUMES ZERO INST. ERROR)			
	LIFT-OFF		50 FT	
	MPH	KNOTS	MPH	KNOTS
6775	86	75	86	75
6400	84	73	84	73
6000	83	72	83	72
5600	82	71	82	71
5200	81	70	81	70

EXAMPLE:

OAT	25°C
PRESSURE ALTITUDE	4000 LBS
TAKE-OFF WEIGHT	6400 LBS
HEAD WIND COMPONENT	12 KTS
TOTAL DISTANCE	1800 FT
GROUND ROLL (79% OF 1800)	1422 FT
TAKE-OFF SPEED	
LIFT-OFF	73 KIAS
50 FT	73 KIAS



OBSTACLE 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 55% OF TOTAL DISTANCE OVER A 50 FT. OBSTACLE

WEIGHT POUNDS	APPROACH SPEED ~ KNOTS (ASSUMES ZERO INST. ERROR)	
	MPH	KNOTS
6775	99	86
6400	97	84
6000	93	81
5600	90	78
5200	86	75

EXAMPLE:

OAT	18°C
PRESSURE ALTITUDE	4000 FT
LANDING WEIGHT	6200 LBS
HEAD WIND COMPONENT	10 KNOTS
TOTAL DISTANCE OVER A 50 FT OBSTACLE	2325 FT
GROUND ROLL (55% OF 2325)	1279 FT
APPROACH SPEED	83 KIAS

WARNING

Obstacle landing is not a recommended procedure, as it utilizes speeds at or below minimum control speed. Engine failure during an approach utilizing high power settings and speeds below V_{mc} will cause excessive yaw and recovery may not be possible before striking the ground.