RATE-OF-CLIMB - SINGLE ENGINE

CONDITIONS:

1. 2700 RPM and 41.0 In. Hg. to 13,000 ft. Use placarded manifold pressure above 13,000 ft.
2. Mixture - Set at 210 PPH
3. Landing Gear - Up
4. Wing Flaps - Up
5. Inoperative Propeller - Feathered
6. Wings banked 5 degrees toward operative engine with approximately 1/2 ball slip indicated on turn and bank indicator.
7. Cowl Flaps - Closed on inoperative engine.
8. Climb Speed - 100 KIAS.

WEIGHT (LBS.)	PRESSURE ALTITUDE (FEET)	RATE-OF-CLIMB (FEET PER MINUTE)					
		-25 F	0 F	25 F	50 F	75 F	100 F
6390	SEA-LEVEL	450	389	332	275	219	162
	2000	405	348	292	235	178	122
	4000	356	300	243	194	138	89
	6000	308	255	203	146	97	41
	8000	267	215	162	105	57	0

NOTES:
1. Use this chart for weights between 6390 lbs. and 5990 lbs.
2. At all weights of 5990 lbs. and below, refer to the original Cessna 340/340A Pilot's Operating Handbook.

RATE-OF-CLIMB - ONE ENGINE INOPERATIVE

WEIGHT-POUNDS	CLIMB SPEED - KIAS		
	Sea Level	10,000 Feet	20,000 Feet
5990	100	98	97
5500	97	96	95
5000	95	94	93
4500	93	92	91

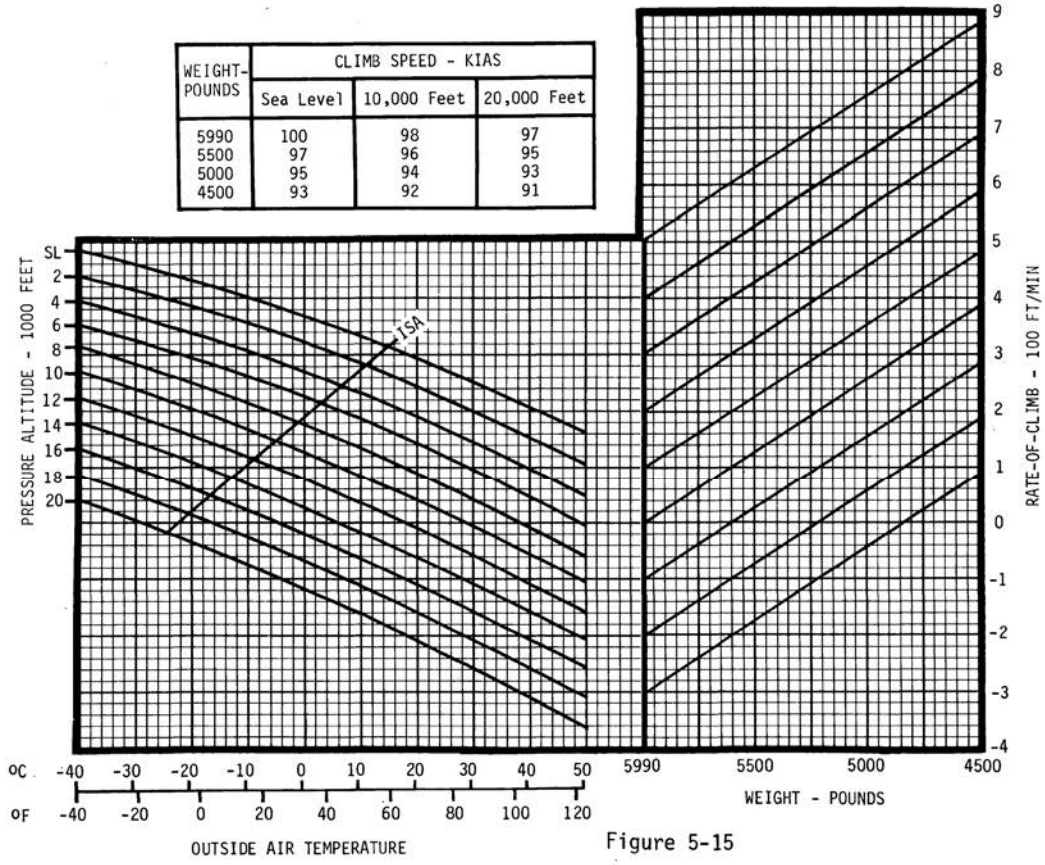
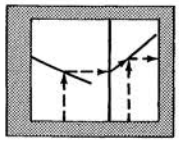


Figure 5-15



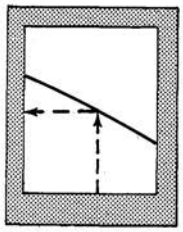
CONDITIONS:
1. 2700 RPM and 38.0 Inches Hg. to 20,000 Feet. Use Placarded Manifold Pressure Above 20,000 Feet.
2. Mixture - CHECK Fuel Flow In the White Arc.
3. Landing Gear - UP.
4. Wing Flaps - UP.
5. Inoperative Propeller - FEATHERED.
6. Wings Banked 5° Toward Operative Engine with Approximately 1/2 Ball Slip Indicated on the Turn and Bank Indicator.
7. Cowl Flaps - CLOSED on Inoperative Engine.

NOTE: Approximate Effect of Configuration on One Engine Inoperative Rate-of-Climb.

Subtract values listed below from value obtained in the graph. Effects for a combination of gear, flap or windmilling propeller may be obtained by adding the effects for each.

Inoperative Engine	
Windmilling	400 Ft/Min
Gear Down	350 Ft/Min
Flaps Down 15°	100 Ft/Min
Flaps Down 45°	600 Ft/Min

ONE ENGINE INOPERATIVE SERVICE CEILING



CONDITIONS:

1. One Engine Inoperative Climb Configuration.

NOTE:

1. One Engine inoperative service ceiling is the maximum altitude where the airplane has the capability of climbing 50 feet per minute with one engine inoperative and feathered.
2. Increase indicated service ceiling 100 feet for each 0.10 inch Hg. altimeter setting greater than 29.92.
3. Decrease indicated service ceiling 100 feet for each 0.10 inch Hg. altimeter setting less than 29.92.
4. This chart provides performance information to aid in route selection when operating under FAR 135.181 and 91.119 requirements.

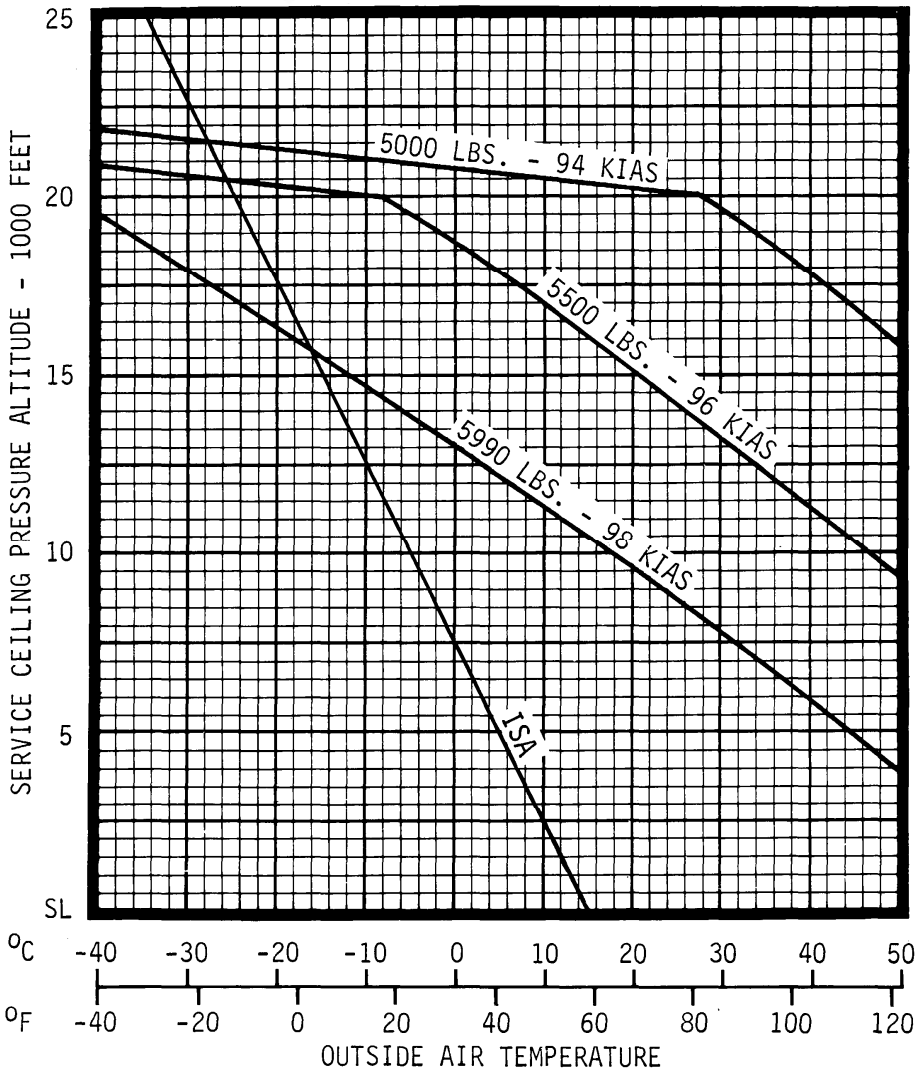


Figure 5-17

14847010

STALL SPEEDS

CONDITIONS:

Throttles - IDLE

NOTE:

1. Maximum altitude lost during a stall is 400 feet.
2. Maximum altitude loss during an engine inoperative stall is 350 feet with a maximum pitch below the horizon of 15°.

WEIGHT Pounds	Configuration		ANGLE OF BANK							
			0°		20°		40°		60°	
	Flaps	Gear	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
5990	0°	Up	83	79	85	82	94	91	117	112
	15°	Down	76	77	78	80	87	88	109	109
	45°	Down	71	71	73	74	81	82	103	101
5500	0°	Up	80	76	82	79	90	87	113	108
	15°	Down	73	74	75	76	84	85	105	105
	45°	Down	68	68	70	71	77	78	98	97
5000	0°	Up	77	73	78	75	86	83	108	103
	15°	Down	70	71	71	73	80	81	100	100
	45°	Down	65	65	66	67	74	75	94	92
4500	0°	Up	73	69	74	71	82	79	102	97
	15°	Down	66	67	67	69	75	76	95	95
	45°	Down	62	62	63	64	70	71	89	87

Figure 5-8