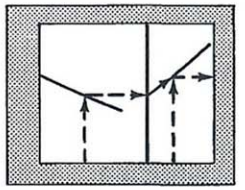
# RATE-OF-CLIMB - ONE ENGINE INOPERATIVE

| WEIGHT POUNDS | CLIMB SPEED - KIAS | | |
|---|---|---|---|
| | Sea Level | 10,000 Feet | 20,000 Feet |
| 7450 | 111 | 107 | 104 |
| 6800 | 109 | 104 | 101 |
| 6200 | 106 | 102 | 99 |
| 5600 | 105 | 100 | 96 |



CONDITIONS:
1. 2235 RPM and 39.0 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.

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

Subtract values listed below from value obtained in above 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° | 200 Ft/Min |
| Flaps Down 45° | 800 Ft/Min |

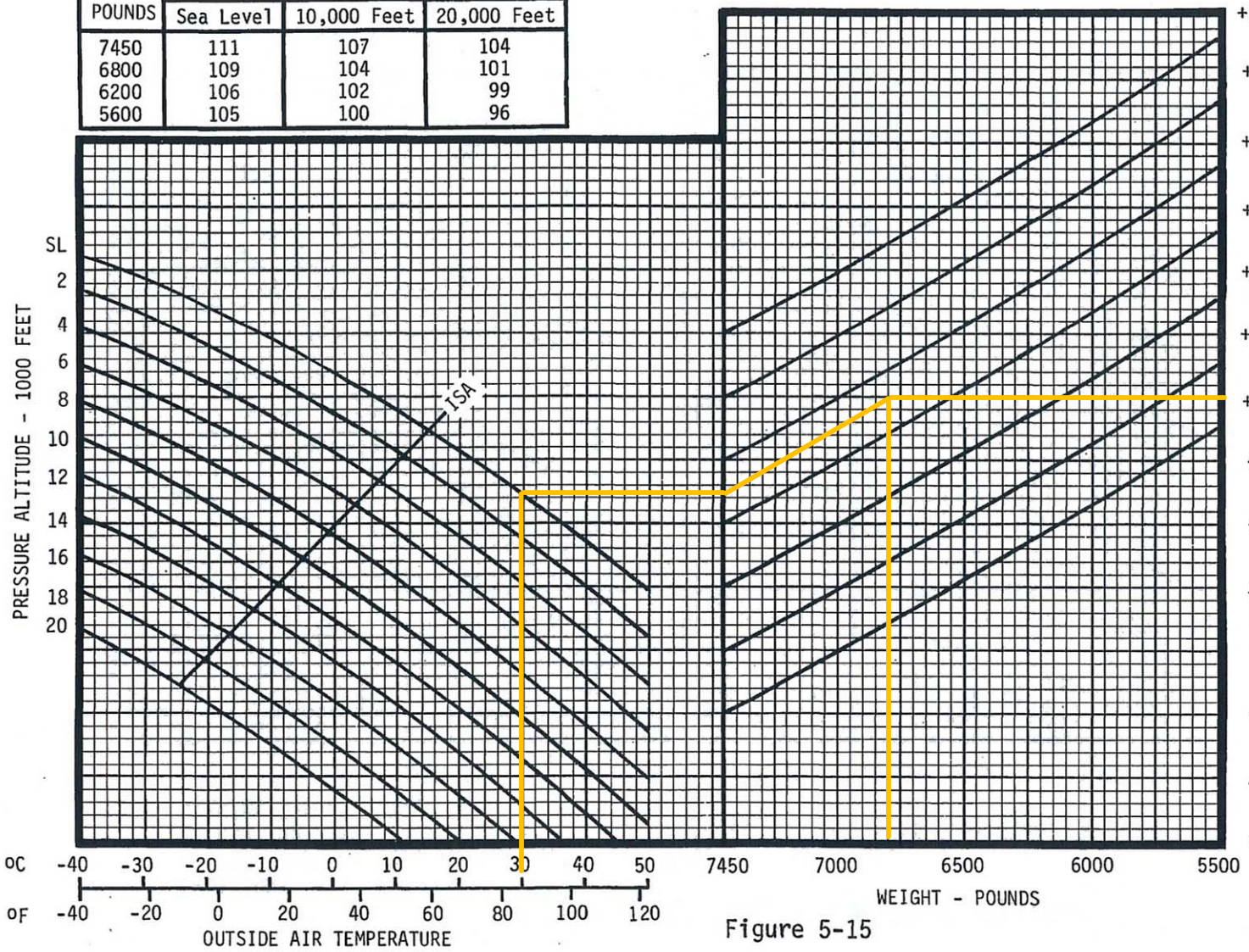



Figure 5-15

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Comments:

Based on the chart, the aircraft would have had an approximate climb rate of 400 feet per minute. With the propeller feathered and the gear down the climb rate would have been 50 feet per minute (see circled chart).