

LANDING DISTANCE WITHOUT PROPELLER REVERSING – FLAPS 100%

ASSOCIATED CONDITIONS:

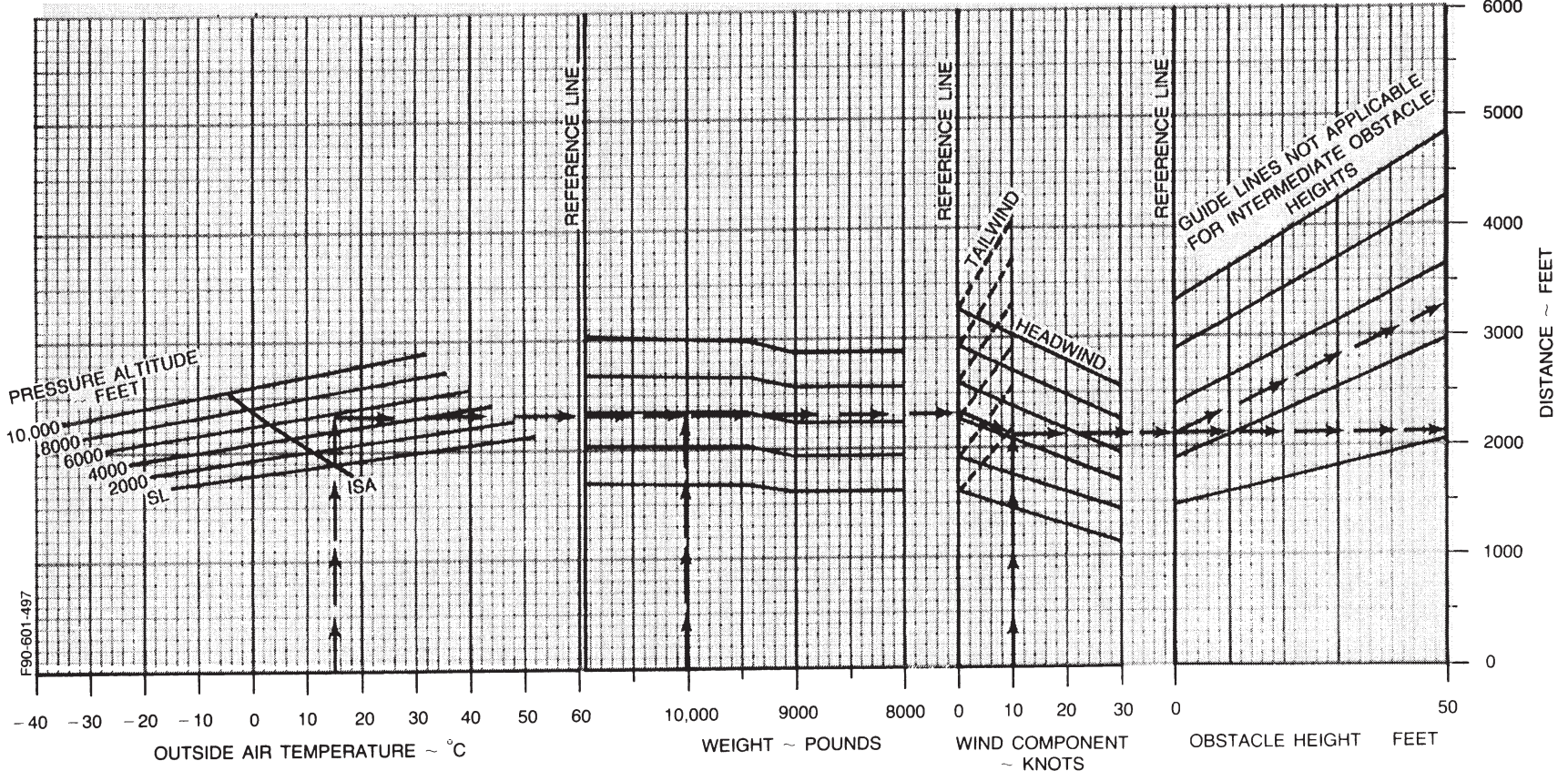
POWER RETARDED TO MAINTAIN 550 FT/MIN ON FINAL APPROACH
 FLAPS 100%
 RUNWAY PAVED, LEVEL, DRY SURFACE
 BRAKING MAXIMUM
 CONDITION LEVERS LOW IDLE
 PROPELLER CONTROLS FULL FORWARD

WEIGHT ~ POUNDS	APPROACH SPEED ~ KNOTS
10,950	108
10,000	108
9000	105
8000	103

EXAMPLE:

OAT 15°C
 PRESSURE ALTITUDE 5651 FT
 LANDING WEIGHT 10,015 LBS
 HEADWIND COMPONENT 10 KTS

GROUND ROLL 2125 FT
 TOTAL OVER
 50-FT OBSTACLE 3260 FT
 APPROACH SPEED 108 KTS

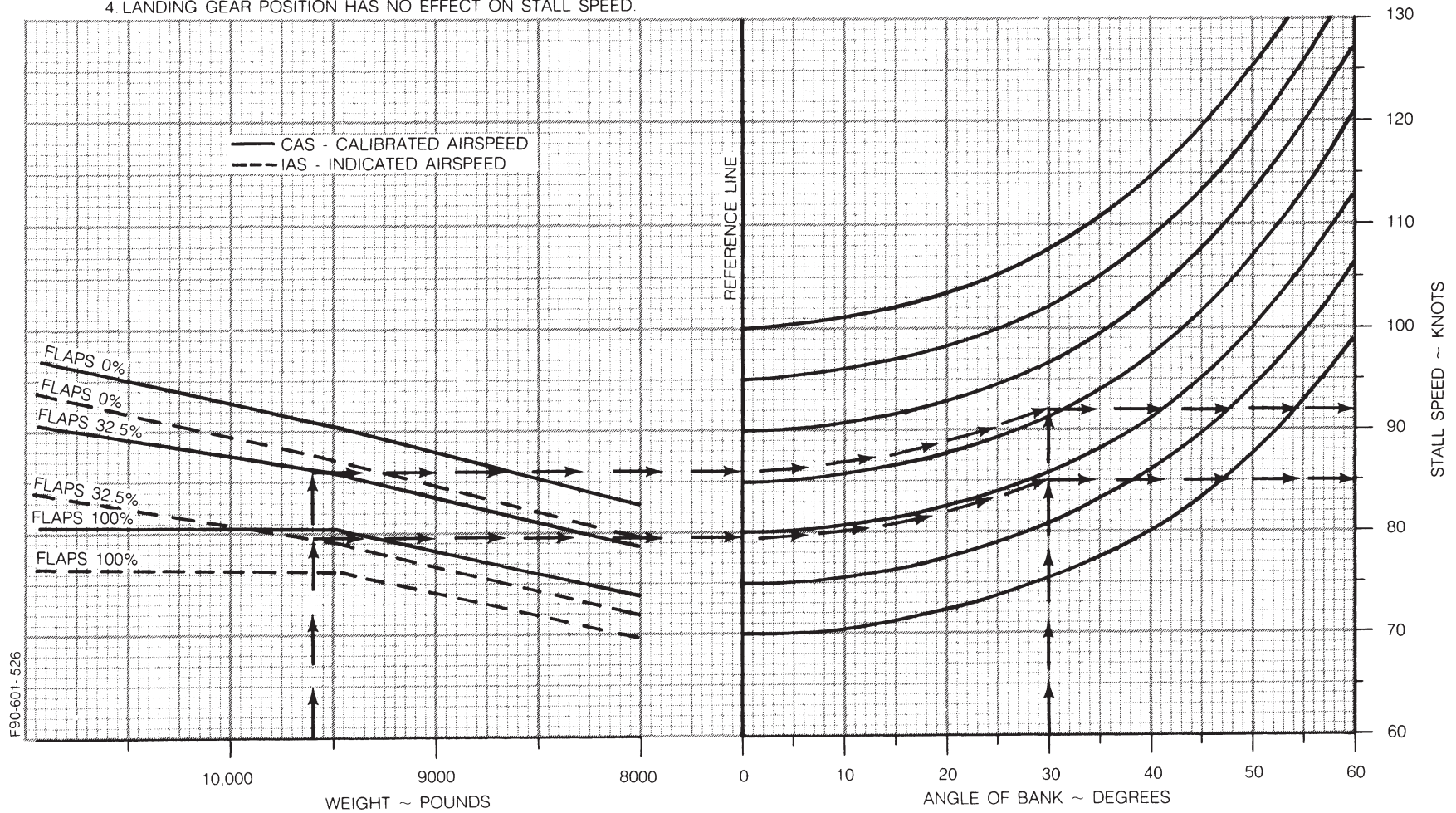


STALL SPEEDS - POWER IDLE

- NOTES:
1. ALTITUDE LOSS EXPERIENCED WHILE CONDUCTING STALLS IN ACCORDANCE WITH FAR 23.201 WAS 350 FEET.
 2. MAXIMUM NOSE DOWN PITCH ATTITUDE AND ALTITUDE LOSS DURING RECOVERY FROM ONE-ENGINE-INOPERATIVE STALLS PER FAR 23.205 ARE APPROXIMATELY 8° AND 300 FEET RESPECTIVELY.
 3. A NORMAL STALL RECOVERY TECHNIQUE MAY BE USED. THE BEST PROCEDURE IS A BRISK FORWARD WHEEL MOVEMENT TO A NOSE DOWN ATTITUDE. LEVEL THE AIRPLANE AFTER AIRSPEED HAS INCREASED APPROXIMATELY 25 KNOTS ABOVE STALL.
 4. LANDING GEAR POSITION HAS NO EFFECT ON STALL SPEED.

EXAMPLE:

WEIGHT	9600 LBS
FLAPS	32.5%
ANGLE OF BANK	30°
<hr/>	
STALL SPEED	92 KTS CAS
	85 KTS IAS



F90-601-526