

Peterson's Performance Plus Website Information

All the following text was extracted from the Peterson's Performance Plus website

Web Site Banners

Welcome To PETERSON'S PERFORMANCE PLUS
Manufacturer of the World's Safest, High-Performance Utility Aircraft

We have been building & enhancing aircraft for over 30 years and have elated customers in 15 countries

The Perfect Backcountry Aircraft

King Katmai Conversion

The Katmai's advanced aerodynamics provide additional lift for those ultra-short back country sites

Katmai High Lift Canard

The Katmai's unique nose-mounted canard has a functioning elevator that is integrated with the flight control system.

This provides additional lift, reduces the down-load on the tail, increases empennage elevator effectiveness at slow speeds, reduces the stall speed and improves the stall resistance.

This not only reduces the take off and landing distances, but it provides a safe, flat altitude at slow speeds to increase safety, handling and forward visibility.

During taxi, take-off and landing rollout, the canard also reduces much of the weight supported by the nose wheel weight allowing the airplane to be operated from areas too rough for other tri-gear airplanes.

In an engine out emergency, the canard permits lower touch down speeds which drastically reduce impact forces.

All routine engine maintenance can be done without removing the canard. If removal is required for major engine work, the canard structure is designed so it can be quickly removed and reinstalled.

Katmai Aerodynamic Efficiency

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On take off the airplane transitions into a safe flat altitude at 45 knots signaling the Katmai is now ahead of the power curve.

At this point steep turns may be made safely. An engine failure on take off does not present a hazard, and an emergency landing may be made safely.

Katmai Powerplant

The Katmai uses a factory Continental IO-550 engine with an 82 inch, three-blade propeller (an 86 inch propeller is optional).

This 300 HP engine has no time limit at full power, is quiet on take off, very fuel efficient when operated LOP and eliminates the issue of carburetor ice thanks to fuel injection.

This engine decreases the take off roll, increases the ROC, service ceiling and speed. All engines come with a full factory warranty.

1.0 SPECIFICATIONS

- **Engine:** IO-550D
 - **Horsepower:** 300 HP
 - **Gross Weight:** 3,100 lbs
 - **Empty Weight:** 1,980 lbs
 - **Useful Load:** 1,120 lbs
 - **Wingspan:** 39 feet
 - **Length:** 29 feet
 - **Height:** 10 feet 4 inches
 - **Seating Capacity:** 4
 - **Cabin Width:** 42 inches
 - **Baggage Capacity:** 200 lbs
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2.0 PERFORMANCE

- **Max Speed:** 146 knots (with bushwheels)
- **Cruise Speed:** 133 kts LOP, 143 kts ROP
- **VNE:** 157 knots
- **Stall Speed:** 31 knots (flaps 20 degrees)

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- **Fuel Consumption:** 13 GPH LOP, 18 GPH ROP
- **Max Range:**
 - **74 Gal Usable:** 751 nm LOP, 622 nm ROP
 - **88 Gal Usable:** 900 nm LOP, 740 nm ROP
 - **Loitering:** 8 GPH at 55 kts
- **Service Ceiling:** 21,000 feet
- **Take Off:** 290 feet
- **Landing:** 290 feet
- **Rate Of Climb:** 1,800 FPM

Web Site Videos

The web site was populated with numerous "how to" videos

Approach 20 flaps downwind 55-60 kts all the way around

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Website: <http://www.katmai-kenai.com/aircraft/katmai.php#specs>



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