

## GENERAL SPECIFICATIONS

## PERFORMANCE

Published figures are for Standard PA-23-250 airplanes flown at gross weight under standard conditions at sea level unless otherwise stated. Performance for a specific airplane may vary from published figures depending upon the equipment installed, the condition of engines, airplane and equipment, atmospheric conditions and piloting technique.

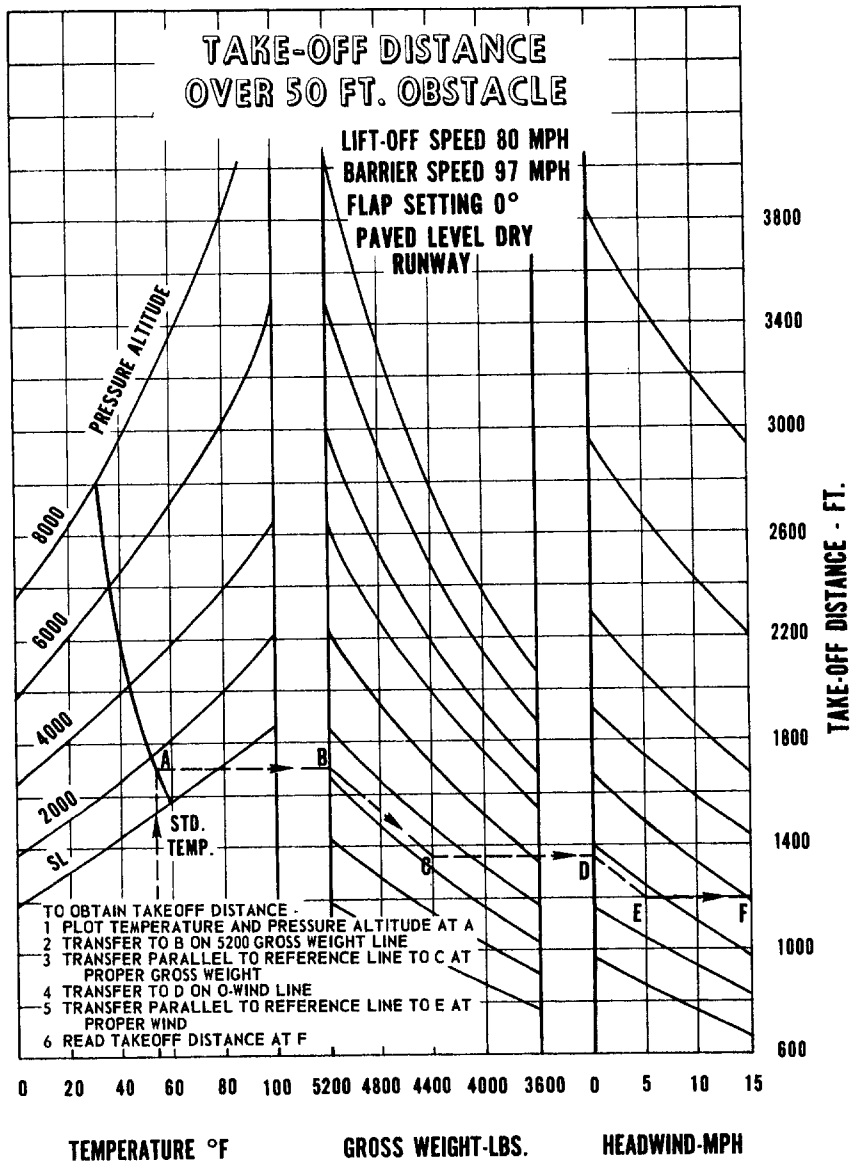
	Normally Aspirated	Turbo Charged
Take-off Run (max effort) (ft)	820	820
Take-off Distance Over 50-ft Barrier (max effort) (ft)	1250	1250
Accelerate-Stop Distance (ft)	2220	2220
Minimum Controllable Single Engine Speed (mph)/(knots)	80 (69.5)	80 (69.5)
Stalling Speed (gear down, flaps down 50°) (power off) (mph)/(knots)	70 (61)	70 (61)
Stalling Speed (gear and flaps up) (power off) (mph)/(knots)	76 (66)	76 (66)
Best Rate of Climb (ft per min)	1490	1530
Best Rate of Climb Speed (mph)/(knots)	120 (102)	115 (100)
Best Angle of Climb Speed (mph)/(knots)	107 (93)	97 (84.5)
Single Engine Rate of Climb (ft per min)	240	265
Best Single Engine Rate of Climb Speed (mph)/(knots)	102 (88.5)	104 (90)
Best Single Engine Angle of Climb Speed (mph)/(knots)	97 (84.5)	95 (82.5)
Absolute Ceiling (ft)	21,100	over 30,000
Service Ceiling (ft)	19,800	over 30,000
Single Engine Service Ceiling (ft)	5000	15,300
Single Engine Absolute Ceiling (ft)	6400	18,700
Landing Roll (Flaps down) (Max effort) (ft)	850	850
Landing Distance Over 50-ft Barrier (Flaps down) (ft)	1620	1620

## ALTITUDE CRUISING SPEEDS (MPH)

## Normally Aspirated

	Man. Press. (in Hg)	Engine Speed (rpm)	Altitude (feet)	Speed (mph) (knots)	Range No Reserve (miles)	Fuel Con. (gph)
Normal	26	2400	4,000	210 (183)	830	34.0
Intermediate	24	2400	6,000	208 (181)	1080	27.0
Economy	24	2200	6,400	204 (177)	1110	25.0
Long Range	20	2200	10,200	195 (170)	1210	21.0

# AZTEC E



## Gretz Robert

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**From:** Gretz Robert  
**Sent:** Monday, October 2, 2017 8:06 AM  
**To:** Gretz Robert  
**Subject:** FW: N21WW Follow-up

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**From:** [REDACTED] [mailto:[REDACTED]]  
**Sent:** Monday, June 26, 2017 9:59 AM  
**To:** Gretz Robert <gretzr@ntsb.gov>  
**Subject:** RE: N21WW Follow-up

Dennis still working some issues with the pilot logbook. Dennis and I interviewed the former DO/Chief Pilot of Air America ( Mr. Roberto Molina) and he stated that the tip tanks are normally empty.