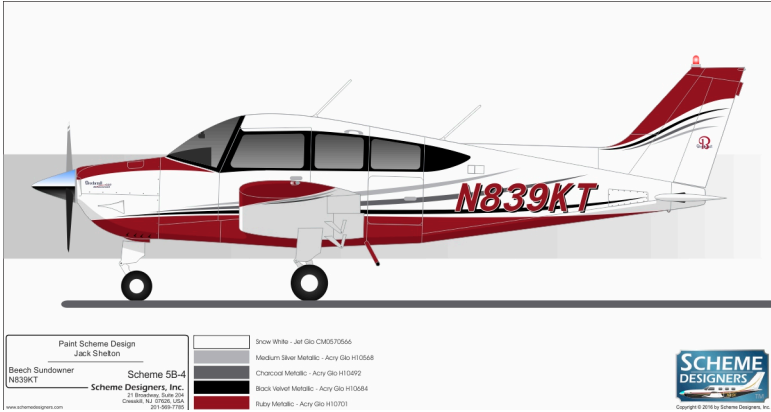




N839KT



NORTH STAR FLYERS FLYING CLUB

Anoka County/Blaine Airport (KANE)

14708 Yancy Street NE
Ham Lake, MN 55304
(763) 458-2923

**DO NOT REMOVE FROM
AIRCRAFT**



Beechcraft Sundowner
N839KT s/n M-2352



EMERGENCY CONTACT NUMBERS

Sarah Anderson	(cell)	(651) 271-9736
Mike Miller	(cell)	(763) 267-8729
Cheryl Daml	(cell)	(612) 272-9717
Jack Shelton	(cell)	(763) 458-2923

AIRPLANE-SPECIFIC NOTES

Do not touch screens of electronic AI and DG

Tire Pressures: Nose - 40 PSI, Main - 29 PSI

Fuel: 15 gal to tabs, 20 gal to slots (each tank)

GPU plug in baggage compartment (metal bar with positive/negative indications for emergency start; do not jump start battery.

Ensure 24V/28V when using GPU or charging battery.

Fill oil in full quart increments only.

Transponder should remain on ALT at all times. Ensure 1200 after flight to prevent problems for the next pilot.

Do not leave towbar attached to nose wheel unattended.

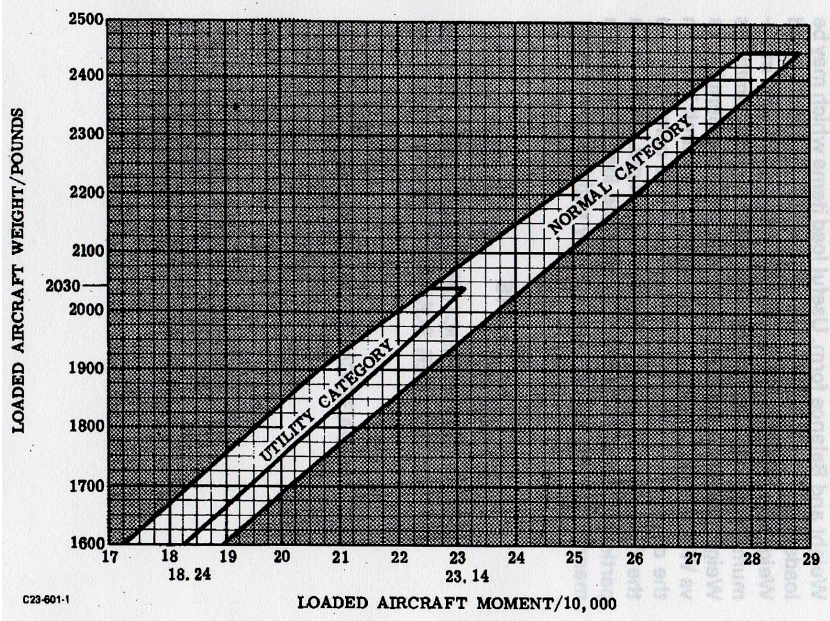


Beechcraft Sundowner
N839KT s/n M-2352



AIRSPEEDS FOR SAFE OPERATION (KIAS)

V_{SO}		51
V_{SI}		61
V_R		65
V_X		69
V_Y		75
V_F		96
V_A (MGW)		118
V_{NO}		136
V_{NE}		152
V_{ref}	(flaps up)	80
	(flaps down)	68
V_G		78
Balked Landing V_Y	(flaps down)	64
Max demonstrated crosswind		17



LOADING CHART

	<u>Weight</u>	<u>Arm</u>	<u>Moment</u>
Empty Weight	1606.15	112.68	180976.42
Pilot/Front Passenger	_____	108 (ave)	_____
Rear Passengers	_____	142	_____
Baggage	_____	167	_____
Zero Fuel	_____		_____
Fuel	_____	117	_____
TOTAL	_____		_____



Beechcraft Sundowner
 N839KT s/n M-2352



PREFLIGHT INSPECTION

COCKPIT

Control Lock..... REMOVED
 Electrical Switches..... OFF
 Magnetos..... OFF
 Carburetor Heat..... OFF
 Throttle..... CLOSED
 Mixture..... FULL LEAN
 Circuit Breakers..... CHECK
 Trim Tab..... T/O RANGE
 Fuel Selector... LEFT or RIGHT
 Battery Switch..... ON
 Fuel Gauges..... CHECK
 Lights, Pitot Heat..... CHECK
 Stall Warning..... CHECK
 Flaps..... EXTEND
 Battery Switch..... OFF

LEFT WING

Flap..... CHECK
 Fuel Vent Line..... CHECK
 Aileron..... CHECK
 Wing Tip and Light..... CHECK
 Pitot Tube..... CHECK
 Fuel..... CHECK, CAP SECURE
 Tiedown, Chocks..... REMOVE
 Tire and Brake..... CHECK
 Fuel Sump..... DRAIN

NOSE

Cowl..... SECURE
 Induction Air Intake.... CLEAR
 Air Filter..... CHECK
 Propeller..... CHECK
 Tire and Strut..... CHECK

NOSE (Cont'd)

Engine Oil..... 6 QT MINIMUM
 Fuel Strainer..... DRAIN
 Chocks..... REMOVE

RIGHT WING

Fuel Sump..... DRAIN
 Tire and Brake..... CHECK
 Tiedown, Chocks..... REMOVE
 Fuel..... CHECK, CAP SECURE
 Taxi Light..... CHECK
 Wing Tip and Light..... CHECK
 Aileron..... CHECK
 Fuel Vent Line..... CHECK
 Flap..... CHECK

RIGHT FUSELAGE

Static Pressure Port.... CLEAR
 ELT..... ARMED
 GPU Receptacle..... CHECK

EMPENNAGE

Control Surfaces..... CHECK
 Tiedown..... REMOVE
 Lights..... CHECK

LEFT FUSELAGE

Static Pressure Port.... CHECK
 Antennas..... CHECK
 Baggage Door..... CHECK



Beechcraft Sundowner
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Sundowner

PREFLIGHT PROCEDURES

BEFORE STARTING ENGINE

Towbar, Chocks..... STOWED
Seats, Belts..... ADJUST
Brakes..... TEST AND SET
Flaps..... UP
Fuel Selector.. FULLEST TANK
Throttle..... CLOSED
Carburetor Heat..... OFF
Mixture..... RICH
Primer..... IN AND LOCKED
Propeller Area..... CLEAR
Battery Switch..... ON
Strobe..... ON

ENGINE START (COLD)

Throttle..... CLOSED
Prime..... 4-5 STROKES
Fuel Boost Pump..... ON
Starter..... ENGAGE
Starter Engage Light..... OFF

ENGINE START (FLOODED)

Throttle..... FULL OPEN
Mixture..... IDLE CUT-OFF
Starter..... ENGAGE
Mixture..... ADVANCE AS
ENGINE FIRES
Throttle..... IDLE
Starter Engage Light..... OFF

ENGINE START (GPU)

Batt/Alt Switches..... OFF
GPU... OFF, CONNECT, 28V, ON
Fuel Boost Pump..... ON
Starter..... ENGAGE
GPU..... OFF, DISCONNECT

BEFORE TAXI

Oil Pressure..... CHECK
Alternator Switch..... ON
Fuel Boost Pump..... OFF
Radio Master Switch..... ON
Mixture..... LEAN FOR TAXI
Directional Gyro..... SET
Lights..... AS REQUIRED
Brakes..... TEST

ENGINE RUN-UP

Flight Controls..... CORRECT
Instruments..... CHECK, SET
Mixture..... RICH
Throttle..... 2200 RPM
Magnetos..... CHECK (125/50)
Carburetor Heat..... CHECK
Mixture..... LEAN CHECK
Engine Instruments..... CHECK
Ammeter..... CHECK
Throttle..... IDLE

BEFORE TAKEOFF

Doors and Window..... CLOSED
Seats, Belts..... SECURE
Flaps..... UP
Trim..... TAKEOFF RANGE
Fuel Selector.. FULLEST TANK
Mixture..... RICH
Carburetor Heat..... OFF
Fuel Boost Pump..... ON
Radios, Transponder..... SET
Lights..... AS REQUIRED
Brakes..... RELEASE



Beechcraft Sundowner
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Beechcraft

Sundowner

FLIGHT PROCEDURES

TAKEOFF

Throttle FULL OPEN
Engine Instruments.....CHECK
Rotation Speed..... 65 KIAS
Climb 69 KIAS (V_x)
75 KIAS (V_y)

CLIMB (1000 FT CHECKS)

Airspeed..... 82-85 KIAS
Flaps..... UP
Lights AS REQUIRED

CAUTION:

**Leave fuel boost pump on during
climb**

CRUISE

Power AS REQUIRED
Fuel Boost Pump..... OFF
Mixture LEAN (100° ROP)

DESCENT

Altimeter..... SET
Carburetor Heat..... AS REQ'D
Power AS REQUIRED
Mixture ENRICH AS REQ'D

BEFORE LANDING

Fuel Selector .. FULLEST TANK
Fuel Boost Pump..... ON
Mixture RICH
Carburetor Heat..... AS REQ'D
Seats, Belts..... SECURED
Brakes RELEASED
Lights AS REQUIRED

NORMAL LANDING

Flaps....DOWN (96 KIAS MAX)
Airspeed..... 80 KIAS CLEAN
68 KIAS DIRTY

BALKED LANDING

Power FULL THROTTLE
Carburetor Heat..... OFF
Airspeed..... 64 KIAS, THEN V_y
Flaps..... UP

AFTER LANDING

Flaps..... UP
Carburetor Heat..... OFF
Transponder 1200
Lights AS REQUIRED
Fuel Boost Pump..... OFF
MixtureLEAN FOR TAXI

SECURING AIRCRAFT

Electrical/Radio Switches . OFF
LightsOFF EXCEPT STROBE
Magnetos..... GROUND CHECK
Mixture IDLE CUT-OFF
Magnetos..... OFF
Battery Switch..... OFF
Alternator Switch..... OFF
Control Lock..... AS REQUIRED
Oil Heater AS REQUIRED

**Note aircraft tach and Hobbs
times and any squawks in
aircraft book and on
electronic chit form**



Beechcraft Sundowner
N839KT s/n M-2352



RC ALLEN HEADING INDICATOR GUIDE

HEADING

The Heading Bug can be set any time before or during flight. Rotate the **Selection Knob** to open the Flight Menu. The Heading menu is automatically selected and by continually rotating the knob, the desired heading can be selected. The Heading Bug pointer will rotate on the Compass Dial until a new heading is set.



HEADING TYPE

The RCA1510 offers two Heading Indicator types – **Magnetic Heading** and **Ground Track** (using GPS data). This Flight Menu selection is used to select which type of heading is displayed as the Primary Heading. The Heading type can be changed any time before or during flight. The green blinking light next to the “GND TRK” Heading Type option indicates that the RCA1510 is receiving GPS data.



EXIT MENU

After making selections, rotate the Selection Knob all of the way to the right to the red “X” and press Selection Knob to leave the menu. The menu will also auto-close if no setting is selected.

4.2.2 DIMMER

On startup, the RCA1510 defaults to its maximum brightness. You may adjust the screen brightness at any time with the DIMMER PUSH BUTTONS (DIM).

Press and hold the DIM (▼) or BRIGHTEN (▲) PUSH BUTTONS until you reach the desired setting and release, or tap each button for incremental steps (See figure 3.2 for dimming controls).

Quickly pressing both buttons simultaneously will reset the screen to maximum brightness.

4.5 BATTERY BACKUP

For units equipped with the Optional Battery Backup, a lithium battery is utilized to automatically provide an hour of battery power in the event of a power loss. If battery power is required for more than an hour, it is recommended to reduce the screen brightness to 80% once the power loss occurs. This will nearly triple the battery power time.

Associated battery messages:

“60 Second Countdown” indicates power loss while stationary (as detected through airspeed) - (normal shutoff).

“Power Loss Switching to Battery” indicates a power loss during flight (as detected through airspeed).

“Batt Pwr” indicates when the unit is operating in the Battery Mode. (To shutdown Battery Mode, simultaneously press and hold both “Dim” buttons).

“Chk Batt” indicates that either the battery failed the capacity test or is inoperable (See Section 4.8 *Battery Replacement*).





EMERGENCY PROCEDURES

ENGINE FIRE

DURING ENGINE START

Fuel Selector OFF
 Throttle CLOSED
 Mixture IDLE CUT-OFF
 Battery/Alt Switches OFF
 Magneto/Start Switch OFF
 Fire EXTINGUISH

ENGINE FIRE IN FLIGHT

Fuel Selector OFF
 Mixture IDLE CUT-OFF
 Throttle CLOSE
 Cabin Air OFF (PULL)
 Defrost Valve OFF (PUSH)
 Battery/Alt Switches OFF
 Magneto/Start Switch OFF

Do not attempt engine restart

ELECTRICAL FIRE (SMOKE IN CABIN)

Battery/Alt Switches OFF
 Electrical Switches OFF
 Vents CLOSED
 Cabin Heat OFF
 Fire EXTINGUISH

If fire is extinguished:

Circuit Breakers CHECK
 Battery/Alt Switches ON
 Electrical Switches ON
 Vents OPEN
 Cabin Heat AS REQUIRED

WING FIRE

Navigation Lights OFF
 Landing/Taxi Lights OFF
 Pitot Heat OFF

**Sideslip to keep flames away
 from fuel tank and cabin
 Land as soon as possible**

ENGINE FAILURE - TAKEOFF

Throttle CLOSED
 Brakes APPLY

ENGINE FAILURE - FLIGHT

If sufficient altitude:

Airspeed 78 KIAS
 Mixture FULL RICH, then
 LEAN AS REQUIRED
 Fuel Boost Pump ON
 Fuel Selector . CHANGE TANKS
 Magnetos CHECK

Attempt air start procedure

AIR START

Fuel Selector .. FULLEST TANK
 Throttle FULL OPEN
 Mixture FULL RICH
 Fuel Boost Pump ON
 Throttle ADJUST
 Mixture .. LEAN AS REQUIRED

**Turn fuel boost pump off once
 power restored unless engine
 driven pump is inoperative**



Beechcraft

Sundowner

EMERGENCY PROCEDURES

POWER OFF LANDING

Airspeed..... 78 KIAS (CLEAN)
68 KIAS (DIRTY)
Throttle CLOSED
Fuel Selector OFF
Mixture IDLE CUT-OFF
Magneto/Start Switch OFF
Seat Belts SECURE
Doors UNLATCH
Flaps..... AS REQUIRED
Radios..... MAYDAY, 7700
Battery/Alt Switches..... OFF

Glide range: 1.7 nm/1000 ft

ENGINE DISCREPANCIES

Rough Running Engine:

Mixture FULL RICH then
LEAN AS REQUIRED
Magnetos... LEFT, RIGHT, BOTH

Partial Loss of Engine Power:

Fuel Pressure Gauge..... CHECK

If low fuel pressure:

Mixture FULL RIGHT
Fuel Boost Pump..... ON, then
OFF IF NO CHANGE
Fuel Quantity CHECK

If tank being used is empty:

Fuel Boost Pump..... ON
Fuel Selector .CHANGE TANKS
Fuel Boost Pump..... OFF

EMERGENCY DESCENT

Throttle IDLE
Airspeed..... 152 KIAS

ALTERNATOR FAILURE

Alternator Switch..... CYCLE
Circuit Breakers CHECK

If condition persists/recurs:

Alternator Switch..... OFF
Nonessential Electrics..... OFF

Land as soon as practical.

NOTE: Deactivation of battery and alternator switches or alternator circuit breaker in flight is prohibited except in an actual emergency

SPIN RECOVERY

Elevator..... FORWARD
Rudder FULL OPPOSITE

When rotation stops, neutralize controls and recover from dive

NOTE: Intentional spins are prohibited



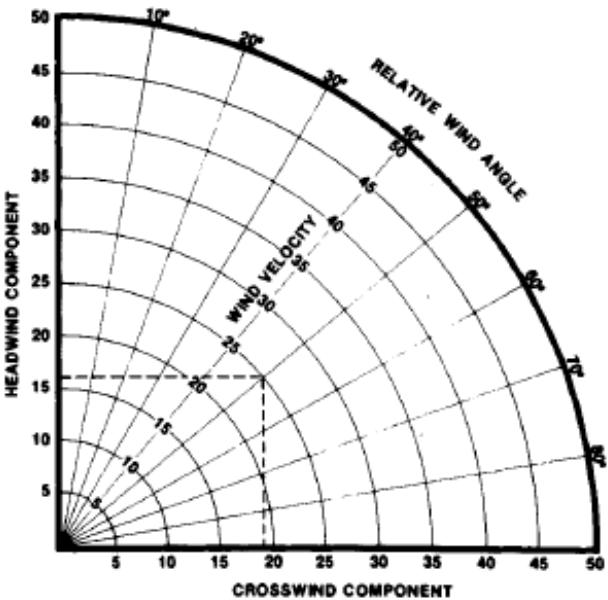
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N839KT s/n M-2352



STALL SPEED VERSUS ANGLE OF BANK:

ANGLE OF BANK			
LEVEL	30°	45°	60°
FLAPS-UP			
72 mph 63 kts	77 mph 67 kts	85 mph 74 kts	101 mph 88 kts
FLAPS - DOWN (35°)			
59 mph 51 kts	63 mph 55 kts	70 mph 61 kts	83 mph 72 kts

Crosswind Component Chart



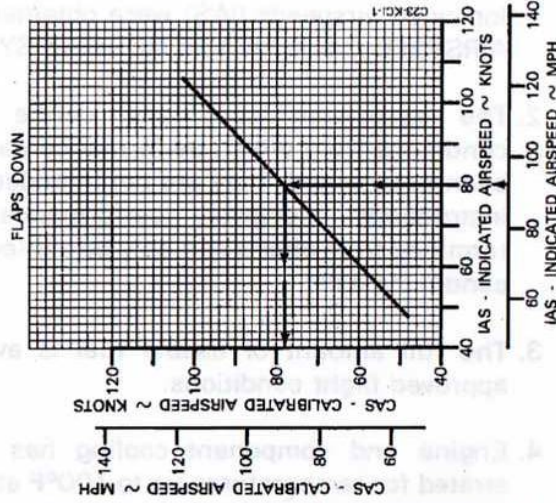
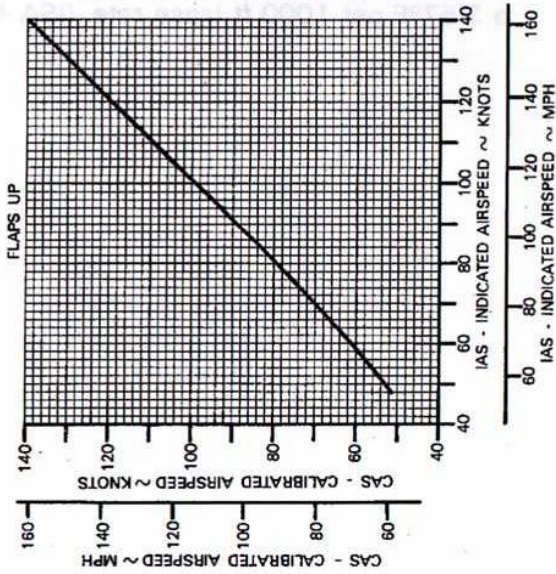
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AIRSPEED CALIBRATION - NORMAL SYSTEM

NOTE: INDICATED AIRSPEED ASSUMES ZERO INSTRUMENT ERROR

EXAMPLE:

FLAPS DOWN
IAS 80 KTS
CAS 78 KTS



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Sundowner

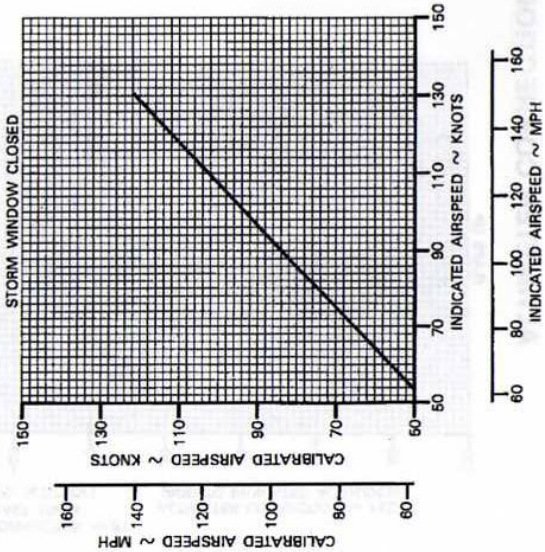
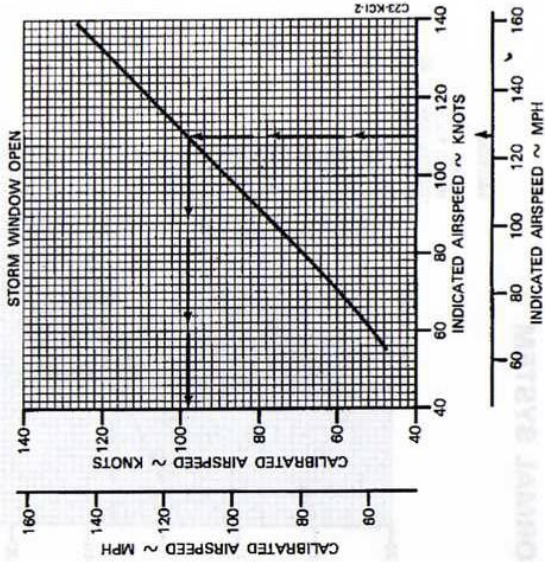
AIRSPEED CALIBRATION - ALTERNATE SYSTEM

NOTE: INDICATED AIRSPEED ASSUMES ZERO INSTRUMENT ERROR

ALL FLAP POSITIONS

EXAMPLE:

STORM WINDOW - OPEN
IAS - 110 KNOTS/126 MPH
CAS - 98 KNOTS/113 MPH

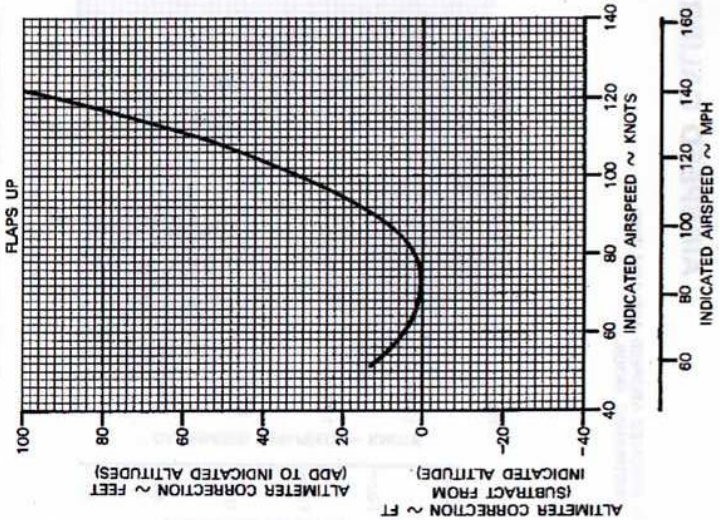
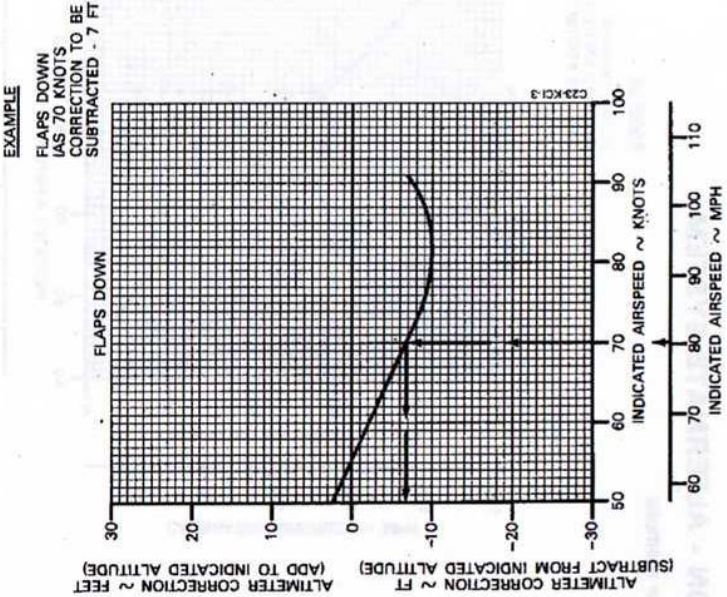


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ALTIMETER CORRECTION - NORMAL SYSTEM



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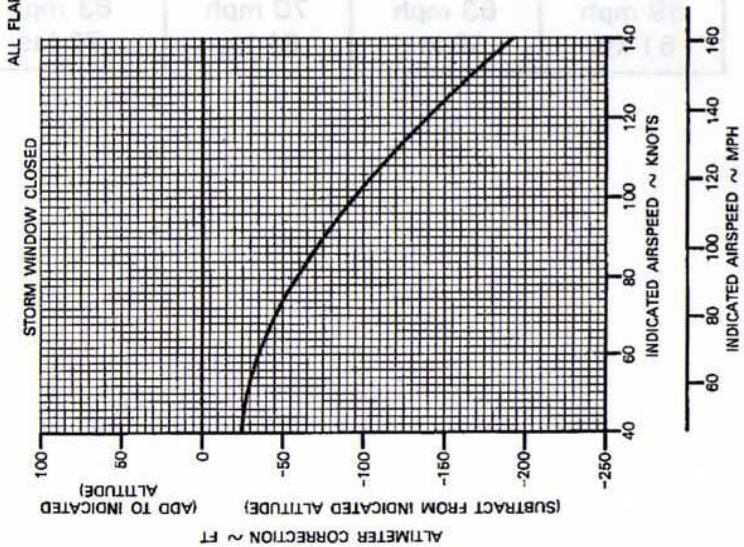
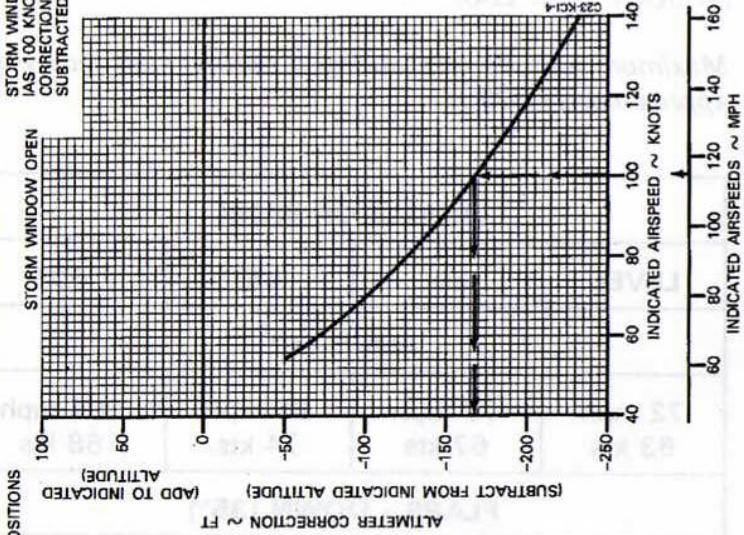
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ALTIMETER CORRECTION - ALTERNATE SYSTEM

EXAMPLE

STORM WINDOW OPEN
IAS 100 KNOTS
CORRECTION TO BE
SUBTRACTED - 188 FT



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Sundowner

TAKE-OFF DISTANCE — HARD SURFACE

ASSOCIATED CONDITIONS:

POWER FULL THROTTLE
MIXTURE LEAN TO MAXIMUM RPM, THEN ENRICH SLIGHTLY
FLAPS UP
RUNWAY LEVEL, DRY, HARD SURFACE
WEIGHT 2450 LBS

TAKE-OFF SPEEDS:

LIFT OFF 65 KTS/75 MPH
AT 50 FT 74 KTS/85 MPH

WIND COMPONENT	SEA LEVEL			2000 FT			4000 FT			6000 FT			8000 FT		
	OAT °F °C	GROUND ROLL FEET	TOTAL OVER 50 FT OBSTACLE FEET	OAT °F °C	GROUND ROLL FEET	TOTAL OVER 50 FT OBSTACLE FEET	OAT °F °C	GROUND ROLL FEET	TOTAL OVER 50 FT OBSTACLE FEET	OAT °F °C	GROUND ROLL FEET	TOTAL OVER 50 FT OBSTACLE FEET	OAT °F °C	GROUND ROLL FEET	TOTAL OVER 50 FT OBSTACLE FEET
0	23 -5	917	1592	16 -9	1046	1805	9 -13	1195	2051	2 -17	1368	2334	-6 -21	1569	2662
	41 5	1020	1767	34 1	1165	2007	27 -3	1333	2284	20 -7	1528	2604	13 -11	1756	2975
	59 15	1130	1955	52 11	1293	2224	45 7	1481	2535	38 3	1701	2894	31 -1	1957	3311
	77 25	1248	2155	70 21	1429	2455	63 17	1640	2802	56 13	1856	3204	49 9	2173	3671
	95 35	1373	2369	88 31	1575	2701	81 27	1809	3087	74 23	2083	3535	67 19	2404	4055
15	23 -5	728	1454	16 -9	836	1653	9 -13	961	1883	2 -17	1108	2149	-6 -21	1279	2456
	41 5	813	1618	24 1	935	1842	27 -3	1077	2102	20 -7	1243	2402	13 -11	1438	2750
	59 15	904	1793	52 11	1042	2045	45 7	1202	2336	38 3	1389	2674	31 -1	1609	3067
	77 25	1003	1980	70 21	1156	2261	63 17	1336	2587	56 13	1546	2965	49 9	1793	3406
	95 35	1107	2180	86 31	1279	2492	81 27	1479	2855	74 23	1714	3277	67 19	1990	3768
30	23 -5	559	1337	16 -9	647	1523	9 -13	751	1739	2 -17	873	1988	-6 -21	1017	2278
	41 5	628	1490	34 1	728	1700	27 -3	847	1944	20 -7	985	2227	13 -11	1149	2555
	59 15	702	1654	52 11	816	1880	45 7	949	2164	38 3	1107	2483	31 -1	1292	2854
	77 25	782	1829	70 21	910	2094	63 17	1060	2401	56 13	1237	2758	49 9	1446	3174
	95 35	868	2017	86 31	1011	2311	81 27	1180	2653	74 23	1378	3052	67 19	1613	3518

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Sundowner

TAKE-OFF DISTANCE - GRASS SURFACE

ASSOCIATED CONDITIONS:

POWER FULL THROTTLE
MIXTURE LEAN TO MAXIMUM RPM, THEN ENRICH SLIGHTLY
FLAPS UP
RUNWAY SHORT, DRY, LEVEL GRASS SURFACE
WEIGHT 2450 LBS

TAKE-OFF SPEEDS:

LIFT OFF 65 KTS/75 MPH
AT 50 FT 74 KTS/85 MPH

WIND COMPONENT	SEA LEVEL						2000 FT						4000 FT						6000 FT						8000 FT															
	OAT		GROUND		TOTAL		OAT		GROUND		TOTAL		OAT		GROUND		TOTAL		OAT		GROUND		TOTAL		OAT		GROUND		TOTAL											
	° F	° C	ROLL	FEET	OBSTACLE	FEET	° F	° C	ROLL	FEET	OBSTACLE	FEET	° F	° C	ROLL	FEET	OBSTACLE	FEET	° F	° C	ROLL	FEET	OBSTACLE	FEET	° F	° C	ROLL	FEET	OBSTACLE	FEET										
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95	35	938	2086	88	31	1092	2392	81	27	1273	2747	74	23	1468	3162	67	19	1741	3646	95	35	938	2086	88	31	1092	2392	81	27	1273	2747	74	23	1468	3162	67	19	1741	3646	



Beechcraft Sundowner
N839KT s/n M-2352

Beechcraft

Sundowner

NORMAL CLIMB

ASSOCIATED CONDITIONS:

POWER FULL THROTTLE
MIXTURE LEAN TO MAXIMUM RPM AND THEN
ENRICH SLIGHTLY

FLAPS UP

NOTE: HIGH HUMIDITY AND OR USE OF RICH MIXTURE HAS
BEEN FOUND TO RESULT IN APPROXIMATELY 70 FPM
LOSS IN RATE OF CLIMB FROM THAT SHOWN.

ANY AREA WITH LOW CLOUDS OR A DEWPOINT
TEMPERATURE OF 60°F (16°C) OR HIGHER IS AN
AREA OF HIGH HUMIDITY.

WEIGHT POUNDS	SEA LEVEL				4000 FEET				8000 FEET				12,000 FEET			
	OAT °F	OAT °C	R/C FT/MIN	IAS KTS/MPH	OAT °F	OAT °C	R/C FT/MIN	IAS KTS/MPH	OAT °F	OAT °C	R/C FT/MIN	IAS KTS/MPH	OAT °F	OAT °C	R/C FT/MIN	IAS KTS/MPH
		23	-5	841		9	-13	621		-6	-21	389		-20	-29	167
2450	41	5	816		27	-3	596		13	-11	362		-2	-19	141	
	59	15	792	78/90	45	7	572	78/87	31	-1	338	74/85	16	-9	117	74/85
	77	25	769		63	17	549		49	9	315		34	1	94	
	95	55	747		81	27	527		67	19	293		52	11	72	
2200	23	-5	1047		9	-13	812		-6	-21	567		-20	-29	327	
	41	5	1021		27	-3	787		13	-11	539		-2	-19	302	
	59	15	997	76/88	45	7	763	74/85	31	-1	515	72/83	16	-9	277	72/83
	77	25	974		63	17	740		48	9	492		34	1	264	
	95	55	951		81	27	718		67	19	469		52	11	232	
2000	23	-5	1243		9	-13	994		-6	-21	735		-20	-29	478	
	41	5	1217		27	-3	969		13	-11	707		-2	-19	453	
	59	15	1193	75/86	45	7	945	72/83	31	-1	682	70/81	16	-9	428	70/81
	77	25	1169		63	17	922		49	9	659		34	1	405	
	95	55	1147		81	27	900		67	19	636		52	11	383	



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TIME, FUEL, AND DISTANCE TO CLIMB

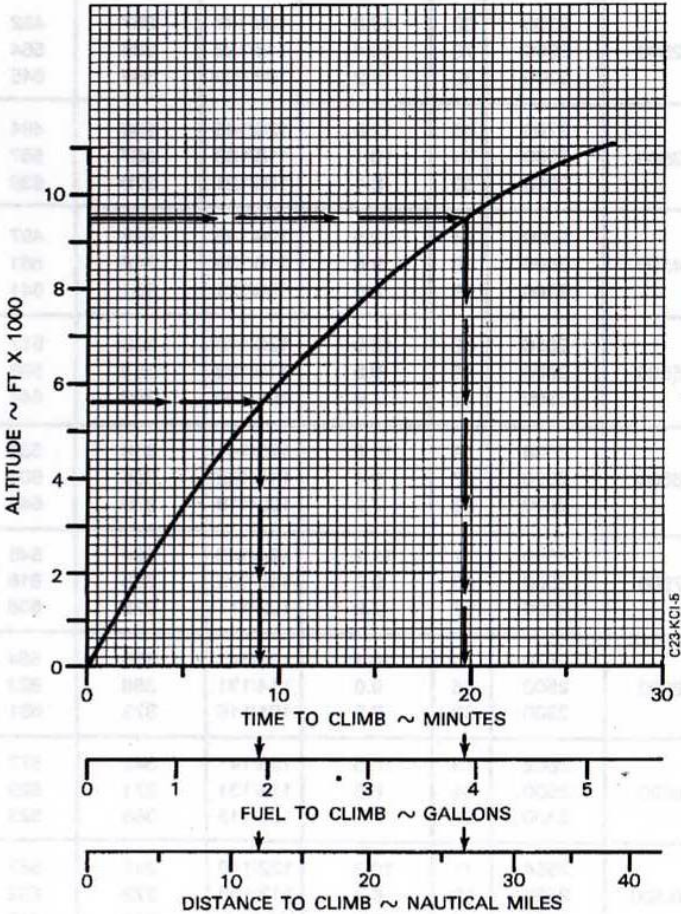
ASSOCIATED CONDITIONS

POWER FULL THROTTLE
 MIXTURE LEAN TO MAXIMUM RPM
 THEN ENRICH SLIGHTLY
 FLAPS UP
 WEIGHT 2450 LBS
 STANDARD DAY

EXAMPLE

AIRPORT PRESSURE ALTITUDE 5650 FT
 CRUISE ALTITUDE 9500 FT
 TIME TO CLIMB 20-9 = 11 MIN
 FUEL TO CLIMB 3.9-1.9 = 2 GAL
 DIST TO CLIMB 27-12 = 15 NM

78 KTS/90 MPH



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**CRUISE PERFORMANCE
STANDARD DAY - 2350 LBS**

ALTITUDE FEET	POWER SETTINGS			TAS KTS/MPH	RANGE N.M.	
	THROTTLE SETTINGS	BHP %	FUEL FLOW GAL/HR		INITIAL FUEL ONBOARD (USABLE)	
	RPM				37 GAL.	57 GAL.
2500	2700	88	13.2	128/147	287	482
	2500	73	10.4	118/136	336	564
	2300	60	8.2	108/124	384	645
3500	2700	86	12.8	126/145	290	484
	2500	71	10.1	116/133	337	567
	2300	59	8.1	105/121	379	638
4500	2700	84	12.5	126/145	298	497
	2500	70	9.8	116/133	346	581
	2300	59	8.0	105/121	381	641
5500	2696	82	12.0	126/145	308	517
	2500	68	9.6	116/133	352	593
	2300	58	7.9	104/120	382	644
6500	2688	79	11.6	125/144	318	534
	2500	67	9.4	115/132	359	606
	2300	58	7.9	103/119	379	640
7500	2680	77	11.2	124/143	324	546
	2500	66	9.2	115/132	365	616
	2300	57	7.9	102/117	378	638
8500	2670	75	10.8	124/143	335	564
	2500	65	9.0	114/131	368	623
	2300	57	7.8	101/116	373	631
9500	2662	73	10.5	123/141	342	577
	2500	64	8.8	114/131	371	629
	2300	57	7.8	100/115	368	623
10.500	2654	71	10.2	122/140	347	587
	2500	63	8.7	113/130	372	632
	2300	57	7.9	99/114	362	613



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LANDING DISTANCE — HARD SURFACE

ASSOCIATED CONDITIONS:

POWER IOLE
MIXTURE RICH
FLAPS 35°
RUNWAY LEVEL, DRY, HARD SURFACE
WEIGHT 2450 LBS

LANDING SPEEDS:

AT 50 FT 68 KTS/78 MPH
TOUCHDOWN 81 KTS/70 MPH

WIND DOWN RUNWAY KNOTS	SEA LEVEL						2000 FT						4000 FT						6000 FT						8000 FT					
	GROUND			TOTAL			GROUND			TOTAL			GROUND			TOTAL			GROUND			TOTAL			GROUND			TOTAL		
	OAT °F	ROLL FEET	OBSTACLE FEET	OAT °F	ROLL FEET	OBSTACLE FEET	OAT °F	ROLL FEET	OBSTACLE FEET	OAT °F	ROLL FEET	OBSTACLE FEET	OAT °F	ROLL FEET	OBSTACLE FEET	OAT °F	ROLL FEET	OBSTACLE FEET	OAT °F	ROLL FEET	OBSTACLE FEET	OAT °F	ROLL FEET	OBSTACLE FEET	OAT °F	ROLL FEET	OBSTACLE FEET			
0	23 -5	654	1409	16 -9	693	1467	9 -13	735	1532	2 -17	780	1600	-6 -21	828	1672	23 -5	678	1446	16 -9	719	1509	27 -3	763	1575	20 -7	810	1644	13 -11	861	1724
	41 5	703	1484	52 11	745	1548	45 7	791	1617	38 3	840	1691	31 -1	894	1776	59 15	727	1521	70 21	771	1587	63 17	819	1658	56 13	871	1740	49 9	926	1827
	77 25	727	1521	88 31	798	1626	81 27	847	1703	74 23	901	1788	67 19	959	1862	95 35	751	1558	88 31	798	1626	81 27	847	1703	74 23	901	1788	67 19	959	1862
15	23 -5	496	1190	16 -9	530	1243	9 -13	567	1302	2 -17	607	1365	-6 -21	650	1431	41 5	518	1227	34 1	553	1280	27 -3	592	1342	20 -7	634	1407	13 -11	679	1476
	41 5	539	1257	52 11	576	1317	45 7	617	1381	38 3	661	1448	31 -1	708	1520	59 15	560	1291	70 21	600	1354	63 17	642	1420	56 13	688	1489	49 9	737	1565
	77 25	562	1326	88 31	623	1390	81 27	667	1458	74 23	715	1530	67 19	766	1614	95 35	582	1326	88 31	623	1390	81 27	667	1458	74 23	715	1530	67 19	766	1614
30	23 -5	381	1005	16 -9	390	1049	9 -13	421	1095	2 -17	456	1149	-6 -21	493	1211	41 5	379	1032	34 1	409	1078	27 -3	443	1127	20 -7	479	1188	13 -11	518	1252
	41 5	397	1060	52 11	429	1107	45 7	464	1163	38 3	502	1226	31 -1	544	1283	59 15	397	1060	52 11	429	1107	45 7	464	1163	38 3	502	1226	31 -1	544	1283
	77 25	416	1088	70 21	449	1138	63 17	486	1200	56 13	526	1264	49 9	569	1334	95 35	434	1114	88 31	469	1172	81 27	508	1236	74 23	550	1303	67 19	595	1375



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LANDING DISTANCE - GRASS SURFACE

ASSOCIATED CONDITIONS:

WIND DOWN RUNWAY KNOTS
 POWER MIXTURE FLAPS RUNWAY WEIGHT
 IDLE RICH 35°
 SHORT, DRY, LEVEL GRASS SURFACE
 2450 LBS

LANDING SPEEDS:

AT 50 FT TOUCHDOWN 68 KTS/78 MPH
 81 KTS/70 MPH

WIND COMPONENT DOWN RUNWAY KNOTS	SEA LEVEL						2000 FT						4000 FT						6000 FT						8000 FT															
	OAT °F/C		GROUND ROLL FEET		TOTAL OVER 50 FT OBSTACLE FEET		OAT °F/C		GROUND ROLL FEET		TOTAL OVER 50 FT OBSTACLE FEET		OAT °F/C		GROUND ROLL FEET		TOTAL OVER 50 FT OBSTACLE FEET		OAT °F/C		GROUND ROLL FEET		TOTAL OVER 50 FT OBSTACLE FEET		OAT °F/C		GROUND ROLL FEET		TOTAL OVER 50 FT OBSTACLE FEET											
	°F	°C	FEET	FEET	FEET	FEET	°F	°C	FEET	FEET	FEET	FEET	°F	°C	FEET	FEET	FEET	FEET	FEET	FEET	°F	°C	FEET	FEET	FEET	FEET	°F	°C	FEET	FEET										
0	23	-5	765	810	1520	1586	16	-9	810	859	1657	1732	2	-17	912	989	-8	-21	989	1812	23	-5	765	810	1520	1586	16	-9	810	859	1657	1732	2	-17	912	989	-8	-21	989	1812
	41	5	793	841	1562	1631	24	1	841	892	1704	1782	20	-7	948	1007	13	-11	1007	1870	41	5	793	841	1562	1631	24	1	841	892	1704	1782	20	-7	948	1007	13	-11	1007	1870
	59	15	822	872	1603	1675	32	11	872	925	1751	1834	38	3	983	1046	19	-7	1046	1927	59	15	822	872	1603	1675	32	11	872	925	1751	1834	38	3	983	1046	19	-7	1046	1927
	77	25	851	903	1644	1719	40	21	903	959	1797	1888	46	13	1019	1084	25	1	1084	1985	77	25	851	903	1644	1719	40	21	903	959	1797	1888	46	13	1019	1084	25	1	1084	1985
	95	35	879	933	1685	1762	48	31	933	992	1847	1941	54	23	1054	1122	33	1	1122	2045	95	35	879	933	1685	1762	48	31	933	992	1847	1941	54	23	1054	1122	33	1	1122	2045
15	23	-5	581	621	1274	1333	16	-9	621	663	1399	1468	2	-17	710	760	-6	-21	760	1542	23	-5	581	621	1274	1333	16	-9	621	663	1399	1468	2	-17	710	760	-6	-21	760	1542
	41	5	606	647	1310	1374	24	1	647	693	1442	1515	20	-7	741	794	13	-11	794	1591	41	5	606	647	1310	1374	24	1	647	693	1442	1515	20	-7	741	794	13	-11	794	1591
	59	15	631	672	1349	1415	32	11	672	722	1486	1561	38	3	773	828	19	-7	828	1640	59	15	631	672	1349	1415	32	11	672	722	1486	1561	38	3	773	828	19	-7	828	1640
	77	25	656	701	1387	1456	40	21	701	751	1529	1606	46	13	804	862	25	1	862	1691	77	25	656	701	1387	1456	40	21	701	751	1529	1606	46	13	804	862	25	1	862	1691
	95	35	681	729	1425	1496	48	31	729	780	1571	1652	54	23	836	897	33	1	897	1744	95	35	681	729	1425	1496	48	31	729	780	1571	1652	54	23	836	897	33	1	897	1744
30	23	-5	422	456	1066	1115	16	-9	456	483	1167	1226	2	-17	533	576	-6	-21	576	1294	23	-5	422	456	1066	1115	16	-9	456	483	1167	1226	2	-17	533	576	-6	-21	576	1294
	41	5	443	479	1087	1147	24	1	479	518	1202	1269	20	-7	560	606	13	-11	606	1340	41	5	443	479	1087	1147	24	1	479	518	1202	1269	20	-7	560	606	13	-11	606	1340
	59	15	465	502	1127	1180	32	11	502	543	1242	1312	38	3	588	636	19	-7	636	1385	59	15	465	502	1127	1180	32	11	502	543	1242	1312	38	3	588	636	19	-7	636	1385
	77	25	486	526	1157	1214	40	21	526	568	1282	1354	46	13	615	666	25	1	666	1431	77	25	486	526	1157	1214	40	21	526	568	1282	1354	46	13	615	666	25	1	666	1431
	95	35	508	549	1187	1262	48	31	549	594	1321	1396	54	23	643	696	33	1	696	1476	95	35	508	549	1187	1262	48	31	549	594	1321	1396	54	23	643	696	33	1	696	1476



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