

GROSS WT (LBS)	0° FLAPS						20° FLAPS						40° FLAPS					
	2500		2200		1900		2500		2200		1900		2500		2200		1900	
	MPH	KN	MPH	KN	MPH	KN	MPH	KN	MPH	KN	MPH	KN	MPH	KN	MPH	KN	MPH	KN
LEVEL FLIGHT	64	56	60	52	56	49	58	50	54	47	51	44	53	46	50	43	46	40
30° BANK	69	60	64	56	60	52	62	54	58	50	55	48	57	50	54	47	49	43
45° BANK	76	66	71	62	67	58	69	60	64	56	61	53	63	55	59	51	55	48
60° BANK	91	78	85	74	79	69	82	72	76	66	72	63	75	65	71	62	65	56
POWER OFF — CAS																		
Power-off stall speeds are presented as calibrated airspeeds since indicated airspeeds are unreliable near the stall.																		

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Figure 8-1. Stall speed.

8-14. SPINS.

8-15. Intentional spins are permitted only while operating in the utility category where occupants are restricted to the front seats.

8-16. SPIN CHARACTERISTICS.

8-17. Although the aircraft is inherently resistant to spins, the following procedure may be used to perform intentional spins. To obtain a clean entry, decelerate the aircraft at a slightly faster rate than is used for stalls. Then, just as the stall occurs, apply full up elevator, full rudder in the desired spin direction, and momentarily apply a burst of engine power. As the aircraft begins to spin, reduce the power to idle and maintain full elevator and rudder deflections.

8-18. SPIN RECOVERY.

8-19. To recover from a spin, use the following standard recovery procedure:

1. Throttle — retard to idle.
2. Rudder — apply full rudder opposite the direction of rotation.

3. Control wheel — move briskly forward of neutral position.

NOTE

During spin recovery, the wheel should be moved straight forward to prevent binding of the control shaft.

4. As the rotation stops, neutralize the rudder, and make a smooth recovery from the resulting dive.

8-20. DIVING.**CAUTION**

To avoid structural damage, do not exceed the engine or airspeed limitations.

8-21. Dives in smooth air shall be limited to the maximum diving airspeed as shown on the airspeed indicator. In rough air the dive speed should be reduced toward the top of the green arc range. The trim changes and other characteristics are conventional in dives. Recovery from any dive should be made gradually, since the structural load on the aircraft increases in direct relation to the abruptness of the pullout and turbulence in the atmosphere.

CLIMB PERFORMANCE

Data Basis: Flight Test

Conditions:

Model: T-41B

Date: August 1966

1. 2800 RPM, Full Throttle
2. Flaps Up
3. Standard Day
4. No Wind

Engine: IO-360-D

GROSS WEIGHT POUNDS	PRESSURE ALTITUDE FT.	BEST IAS		RATE OF CLIMB FPM	FROM SEA LEVEL		
		MPH	KN		TIME MIN.	DIST. N. MI.	FUEL GAL.
2500	SL	95	83	915	0	0	1.3
	2500	93	81	800	3	4	2.1
	5000	91	79	680	6	9	2.9
	7500	89	77	565	11	15	3.8
	10,000	87	76	450	16	22	4.9
	12,500	85	74	330	23	31	6.2
2200	SL	92	80	1120	0	0	1.3
	2500	90	78	985	2	3	2.0
	5000	88	76	860	5	6	2.7
	7500	87	75	730	8	11	3.4
	10,000	85	74	595	12	16	4.3
	12,500	83	72	470	17	23	5.2
1900	SL	88	76	1390	0	0	1.3
	2500	86	75	1240	2	2	1.8
	5000	85	74	1095	4	5	2.3
	7500	83	72	945	7	8	2.9
	10,000	82	71	800	10	12	3.5
	12,500	80	70	650	13	17	4.2

REMARKS: 1. Mixture adjusted during climb to placarded fuel flow.

<u>Alt.</u>	<u>GPH</u>
Sea level	17
4000 Ft.	15
8000 Ft.	13
12,000 Ft.	11

2. Fuel used information includes 1.3 gallons for warm-up, taxi and take-off allowance.
3. Increase time, distance and fuel used by 15% for each 10°C above standard temperature.

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Figure 14-7. Climb performance.

CRUISE PERFORMANCE - 10,000 FEET

Data Basis: Flight Test		Conditions:				Model: T-41B	
Date: August 1966		1. Standard Day				Engine: IO-360-D	
		2. Normal Lean Mixture					
		3. Zero Wind					
		4. 2500 Pounds Gross Weight					
RPM	MP	% BHP	TAS KNOTS	GAL/ HOUR	N.MI/ GAL.	46 GAL (NO RESERVE)	
						ENDR. HOURS	RANGE N. MI.
2600	19	62	123	10.5	11.7	4.4	540
	18	58	118	9.9	11.9	4.6	550
	17	53	113	9.1	12.4	5.1	570
	16	47	107	8.2	13.1	5.6	600
2500	19	60	120	10.2	11.8	4.5	540
	18	55	116	9.4	12.3	4.9	565
	17	50	110	8.7	12.7	5.3	585
	16	45	104	7.9	13.2	5.8	605
2400	19	56	117	9.6	12.2	4.8	560
	18	51	112	8.8	12.7	5.1	585
	17	47	107	8.2	13.0	5.6	600
	16	42	100	7.4	13.5	6.2	620
2300	19	52	113	9.0	12.5	5.1	575
	18	48	108	8.3	13.0	5.5	595
	17	44	102	7.7	13.2	6.0	610
	16	39	95	6.9	13.7	6.7	630
2200	19	49	109	8.5	12.8	5.4	590
	18	45	104	7.9	13.1	5.8	605
	17	41	97	7.3	13.3	6.3	610
	16	37	90	6.6	13.7	7.0	630
REMARKS: 1. Do not operate engine at mixture settings leaner than indicated. 2. Range and endurance figures shown in this chart do not allow for fuel used during taxi, takeoff or climb.							

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Figure 14-11. Cruise performance - 10,000 feet.