

ERA24LA094

OPERATIONAL FACTORS

Attachment 6

Cessna 208 Pilot Operating Handbook (POH) excerpts

July 30, 2024

REVISION

**PILOT'S OPERATING HANDBOOK
AND
FAA APPROVED AIRPLANE FLIGHT MANUAL**

CESSNA MODEL 208B (675 SHP)

**Serials 208B0179 and 208B0230 and On
and
Serials 208B0001 thru 208B0178
and
Serials 208B0180 thru 208B0229
Modified by SK208-80**

**REVISION 23
4 MAY 2007**

**PART NUMBER:
D1329R23-13PH**

**INSERT THE FOLLOWING PAGES INTO
THE PILOT'S OPERATING HANDBOOK**

PREFLIGHT

Takeoff is prohibited with any frost, ice, snow, or slush adhering to the wings, horizontal stabilizer, vertical stabilizer, control surfaces, propeller blades, and/or engine inlets.

WARNING

EVEN SMALL AMOUNTS OF FROST, ICE, SNOW OR SLUSH ON THE WING MAY ADVERSELY CHANGE LIFT AND DRAG. FAILURE TO REMOVE THESE CONTAMINANTS WILL DEGRADE AIRPLANE PERFORMANCE AND MAY PREVENT A SAFE TAKEOFF AND CLIMBOUT.

VISUAL AND TACTILE CHECK

If the OAT is below 10°C (50°F) a tactile check of the wing leading edge and upper surface per Section 4 of the POH is required in addition to a visual inspection. During ground icing conditions, takeoff must be accomplished within 5 minutes of completing the tactile inspection unless the airplane is operated per FAR 135.227(b)(3).

Ground icing conditions are defined as:

1. The OAT is 2°C (36°F) or below and visible moisture is present (i.e. rain, drizzle, sleet, snow, fog, water is present on the wing, etc.), or,
2. The OAT is 5°C (40°F) or below and conditions are conducive to active frost formation (e.g. clear night with a dew point temperature/OAT difference of 3°C (5°F) or less). Takeoff is prohibited if frost, ice or snow may reasonably be expected to adhere to the airplane between the tactile check and takeoff (e.g. snow near freezing temperature with no deicing/anti-ice fluid application).

Takeoff is prohibited if frost, ice or snow may reasonably be expected to adhere to the airplane between the tactile check and takeoff (e.g. snow near freezing temperature with no deicing/anti-ice fluid application).

Refer to the preflight procedures in Section 4, of this basic Pilot's Operating Handbook.

STALL SPEEDS

Conditions:

Power Lever - Idle

Fuel Condition Lever - High Idle

Weight - 8750 Lbs

NOTE

- Altitude loss during a stall recovery may be as much as 300 feet from a wings-level stall and even greater from a turning stall.
- KIAS values are approximate.

MOST REARWARD CENTER OF GRAVITY

8750 Pounds:

FLAP SETTING	ANGLE OF BANK							
	0°		30°		45°		60°	
	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
UP	63	78	68	84	75	93	89	110
10°	58	69	62	74	69	82	82	98
20°	53	63	57	68	63	75	75	89
30°	48	60	52	64	57	71	68	85

MOST FORWARD CENTER OF GRAVITY

8750 Pounds:

FLAP SETTING	ANGLE OF BANK							
	0°		30°		45°		60°	
	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
UP	63	78	68	84	75	93	89	110
10°	60	70	64	75	71	83	85	99
20°	54	64	58	69	64	76	76	91
30°	50	61	54	66	59	73	71	86

Figure 5-6. Stall Speeds