

APPENDIX

PERFORMANCE DATA

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INTRODUCTION

The performance data shown on the following pages are compiled from actual tests by Cessna with the aircraft and engine in good condition and using average piloting technique and best power mixture. This data is a valuable aid for flight planning.

A power setting selected from the range chart usually will be more efficient than a random setting, since it will permit you to estimate your fuel consumption more accurately. Using the chart will pay dividends in overall efficiency.

Cruise and range performance is based on flight tests using a McCauley 1B235/DFC7850 propeller. Other conditions of the tests are shown in the chart headings. Allowance for fuel reserve, headwinds, takeoffs and climb, should be made and are in addition to those shown on the charts. Other variables such as fuel metering characteristics, engine and propeller conditions, and turbulence may account for variations of 10 percent or more in maximum range.

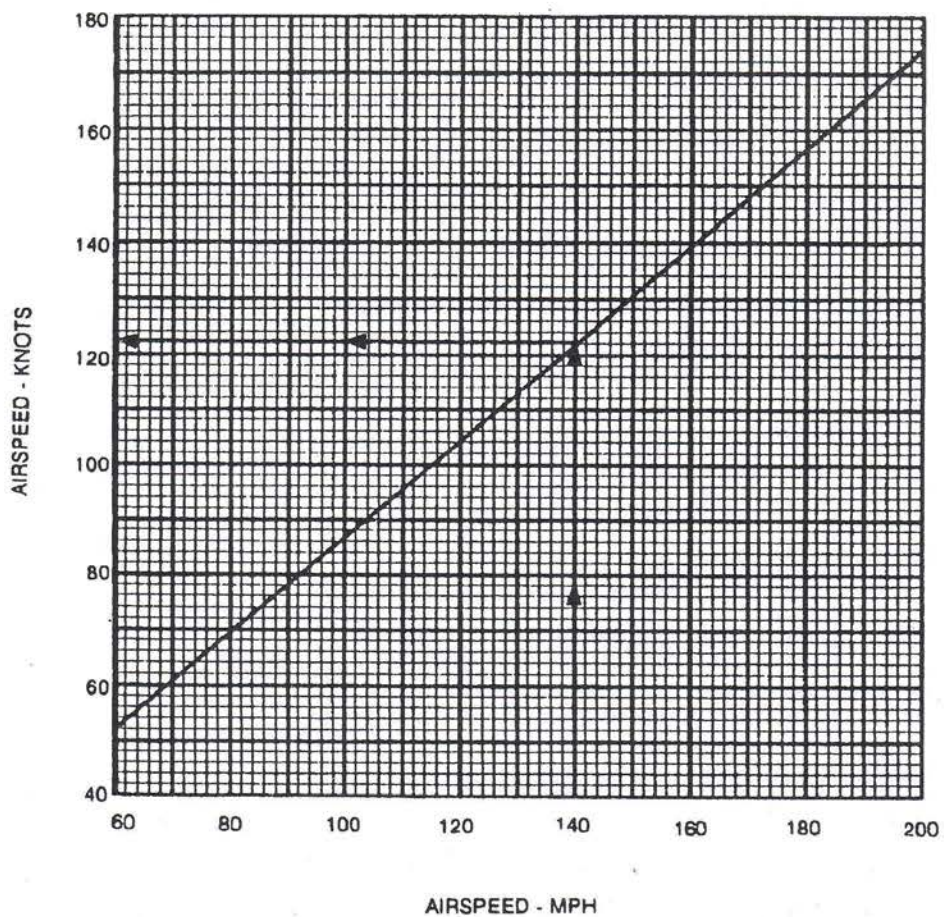


Figure A1-1. Airspeed Conversion Chart

AIRSPEED CORRECTION TABLE												
FLAPS	IAS	50	60	70	80	90	100	110	120	130	140	150
UP	CAS	60	64	69	77	86	96	106	116	126	137	147
DOWN	CAS	59	63	71	80	88	98	•	•	•	•	•

Figure A1-2. Airspeed Correction Table

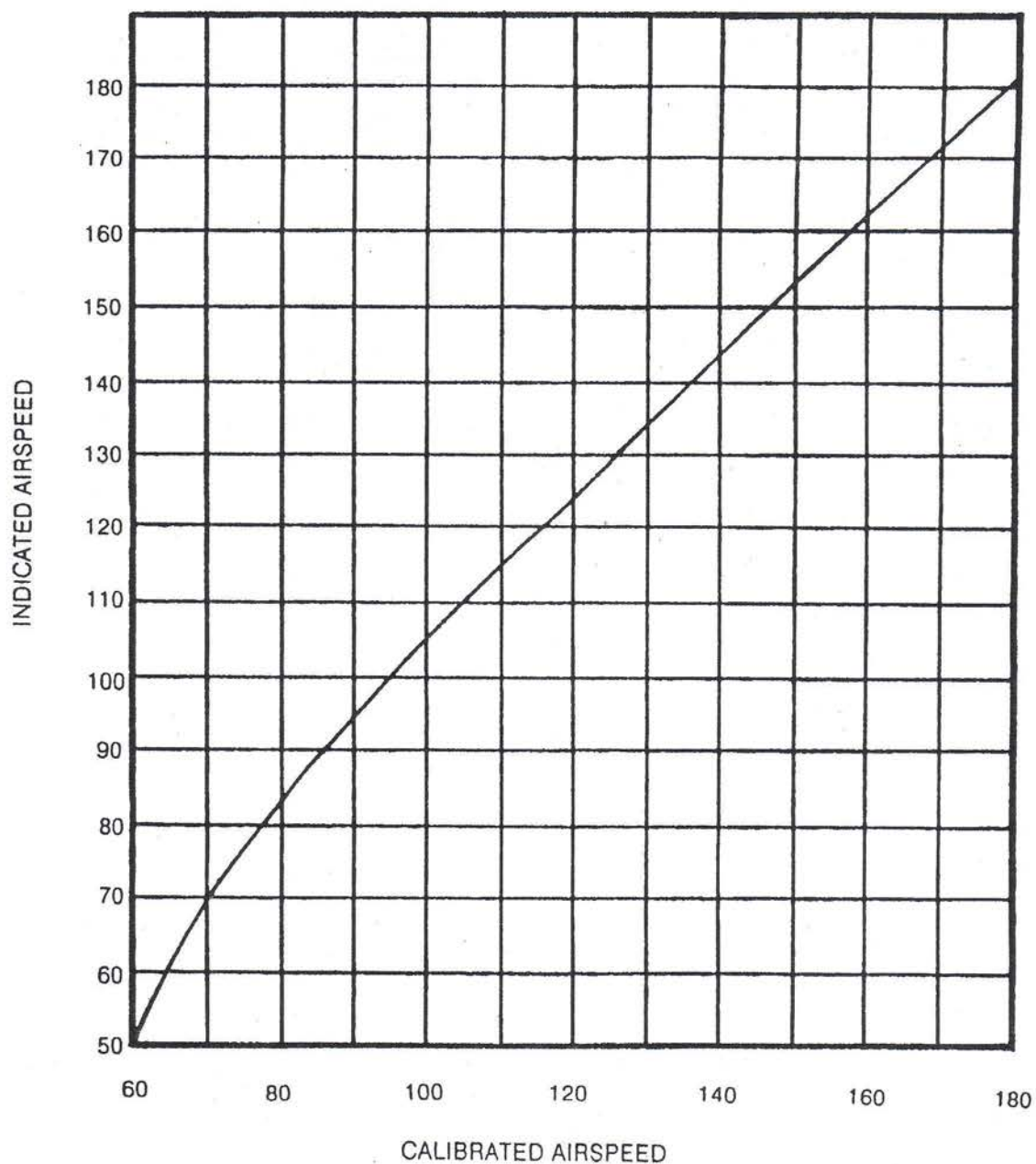


Figure A1-3. T-41C Airspeed Correction Chart

WEIGHT AND BALANCE

The following information will enable you to operate the airplane within the prescribed weight and center of gravity limitations. To figure the weight and balance for your particular airplane, use the pertinent Sample Program, and the Loading Graph and Center of Gravity Moment Envelope as follows:

Take the licensed Empty Weight and Moment/1000 from the Weight and Balance Data sheet, plus any changes noted on forms FAA-337, carried in your airplane, and write them down in the proper columns. Using the Loading Graph, determine the moment/1000 of each item to be carried. Total the weights and moments /1000 and use the Center of Gravity Moment Envelope to determine whether the point falls within the envelope, and if the loading is acceptable.

SAMPLE LOADING PROBLEM (UTILITY CATEGORY)	SAMPLE AIRPLANE		YOUR AIRPLANE	
	Weight (lbs.)	Moment (lb.-ins. /1000)	Weight (lbs.)	Moment (lb.-ins. /1000)
1. Licensed Empty Weight (Sample Airplane)	1443	54.1		
2. Oil (10 pts - Full oil may be assumed for all flights)	19	-0.4	19	-0.4
3. Fuel (46 gal. at 6 lbs/gallon)	276	13.2		
4. Pilot and Instructor	400	14.4		
5. TOTAL WEIGHT AND MOMENT	2138	81.3		
6. Locate this point (2138 at 81.3) on the center of gravity moment envelope, and since this point falls within the envelope, the loading is acceptable.				

SAMPLE LOADING PROBLEM (NORMAL CATEGORY)	SAMPLE AIRPLANE		YOUR AIRPLANE	
	Weight (lbs.)	Moment (lb.-ins. /1000)	Weight (lbs.)	Moment (lb.-ins. /1000)
1. Licensed Empty Weight (Sample Airplane)	1468	56.1		
2. Oil (10 pts - Full oil may be assumed for all flights)	19	-0.4	18	-0.4
3. Fuel (46 gal. at 6 lbs/gallon)	276	13.2		
4. Pilot and Front Passenger	400	14.4		
5. Rear Passengers (or baggage in same area) ..	200	14.0		
6. Baggage	120	11.4		
7. TOTAL WEIGHT AND MOMENT	2483	108.7		
8. Locate this point (2483 at 108.7) on the center of gravity moment envelope, and since this point falls within the envelope, the loading is acceptable.				

Figure A1-4. Weight and Balance Chart

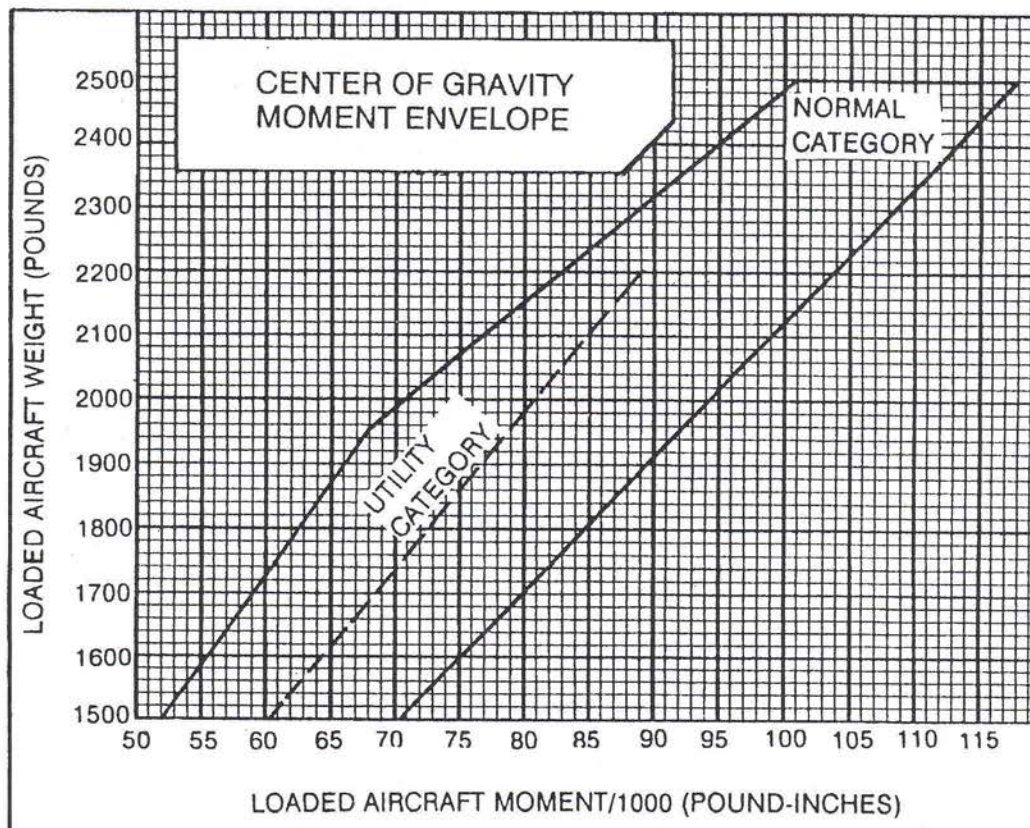


Figure A1-5. Center of Gravity Moment Envelope

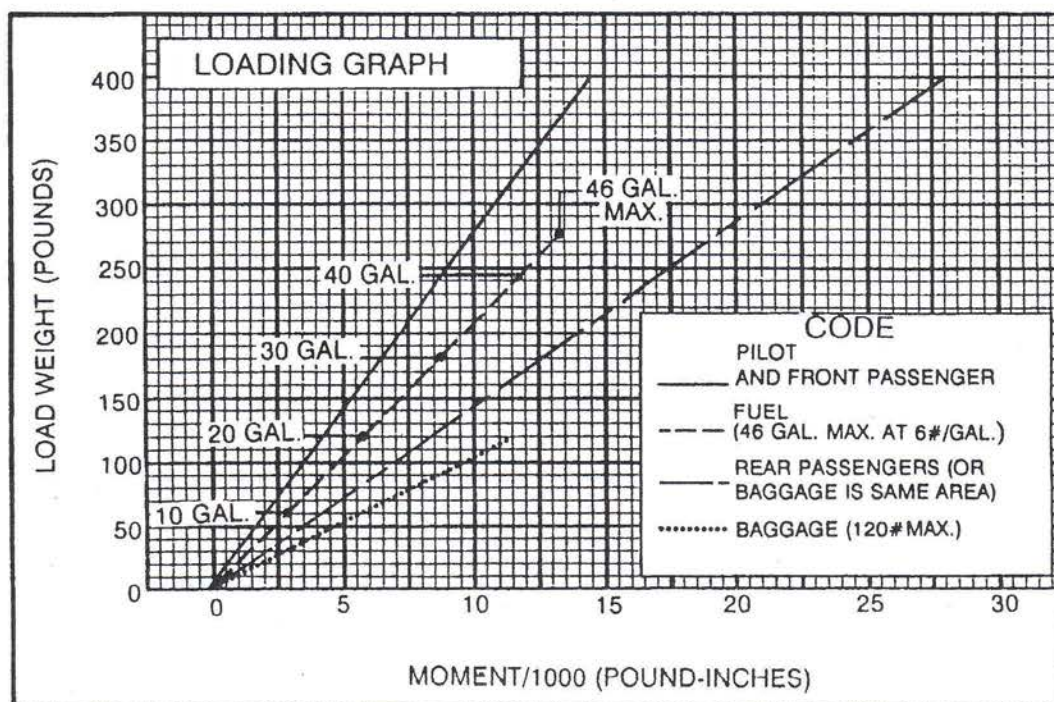
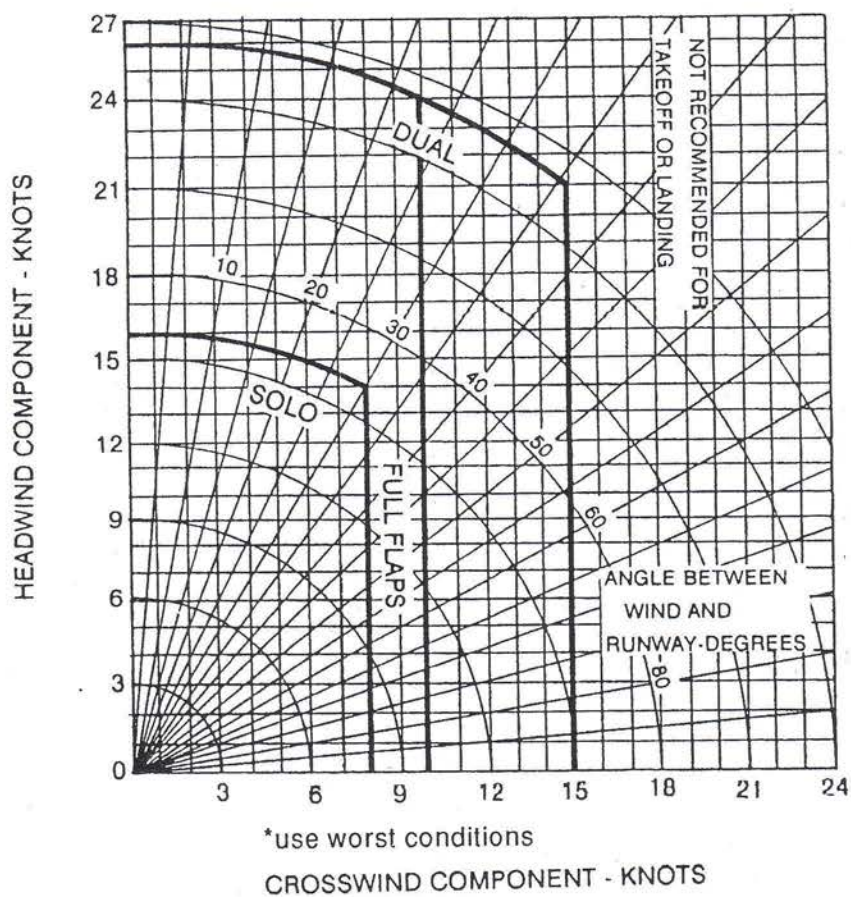


Figure A1-6. Loading Graph



TAKEOFF AND LANDING CROSSWIND CHART

WIND LIMITATIONS

	Maximum Any Direction	Maximum Crosswind Components	
		(0-20° Flaps)	(Full Flaps)
DUAL	26 Knots	15 Knots	10 Knots
SOLO	16 Knots	8 Knots	

Aircraft will not be moved without wing walkers when winds (steady state or gusts) exceed 26 knots. Taxi operations will cease when winds (steady state or gusts) exceed 35 knots.

Figure A1-7. Takeoff and Landing Crosswind Chart

T-41C AIRCRAFT

TAKE-OFF DATA HARD SURFACE RUNWAY, FLAPS 10°										
GROSS WEIGHT LBS	IAS AT 50 FT MPH	HEAD WIND KNOTS	@ S.L. & 59°F		@ 2,500 ft & 50°F		@ 5,000 ft & 41°F		@ 7,500 ft & 32°F	
			GROUND RUN	TOTAL TO CLEAR 50' OBS	GROUND RUN	TOTAL TO CLEAR 50' OBS	GROUND RUN	TOTAL TO CLEAR 50' OBS	GROUND RUN	TOTAL TO CLEAR 50' OBS
2500	70	0	860	1360	1000	1555	1135	1765	1435	2225
		10	605	1020	710	1175	820	1350	1050	1730
		20	390	720	470	840	550	980	730	1270
2200	66	0	645	1055	750	1200	845	1340	1070	1670
		10	440	780	520	890	595	1005	785	1265
		20	275	535	330	620	385	715	570	910
1900	61	0	470	805	540	905	610	1000	770	1230
		10	310	580	365	860	415	740	535	915
		20	180	390	220	445	260	510	340	640
NOTES: 1. Increase distance 10% for each 25°F above standard temperature for particular altitude. 2. For operation on a dry, grass runway, increase distance (both "ground run" and "total to clear 50 ft obstacle") by 7% of the "total to clear 50 ft obstacle" figure.										

Figure A1-8. Take-Off Data

MAXIMUM RATE-OF-CLIMB DATA												
GROSS WEIGHT LBS	IAS MPH	@ S.L. & 59°F		@ 5,000 ft & 41°F			@ 10,000 ft & 23°F			@ 15,000 ft & 5°F		
		RATE OF CLIMB FT/MIN	GAL OF FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	FROM S.L. FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	FROM S.L. FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	FROM S.L. FUEL USED
2500	100	880	1.3	95	620	2.9	91	395	4.8	87	150	8.2
2200	97	1070	1.3	92	800	2.6	89	530	4.0	85	260	6.3
1900	94	1310	1.3	89	1000	2.3	87	695	3.5	83	390	5.1
NOTES: 1. Flaps up, full throttle, and mixture at recommended leaning schedule. 2. Fuel used includes warm-up and take-off allowance.												

Figure A1-9. Maximum Rate-of-Climb Data

OPTIMUM CRUISE PERFORMANCE

ALTITUDE	RPM	TRUE AIRSPEED	RANGE
4500	2700	133	570
6500	2750	135	580
8500	2800	138	590

Figure A1-10. Optimum Cruise Performance

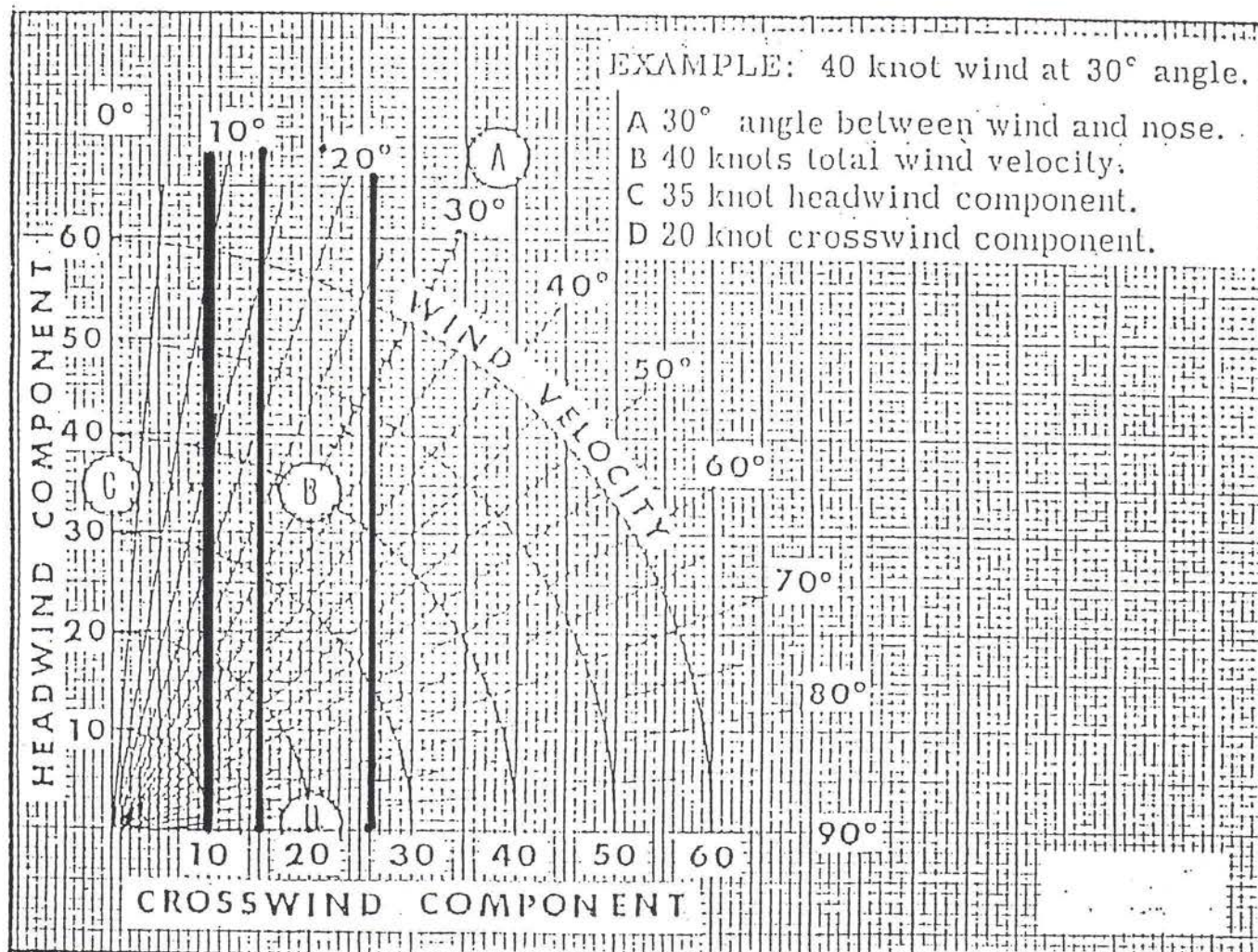
T-41C AIRCRAFT

CRUISE & RANGE PERFORMANCE				Gross Weight - 2,500 Lbs Standard Conditions Zero Wind 46 Gal of Fuel (No Reserve)		
ALT.	RPM	% BHP	TAS MPH	GAL/ HOUR	ENDR. HOURS	RANGE MILES
2500	2600	67	128	10.3	4.5	575
	2500	61	123	9.3	4.9	610
	2400	55	118	8.5	5.4	640
	2300	60	111	7.7	6.0	670
	2200	44	103	6.9	6.6	680
5000	2700	70	133	10.6	4.5	575
	2600	64	128	9.7	4.7	610
	2500	58	123	8.8	5.2	640
	2400	52	116	8.0	5.7	665
	2300	47	108	7.3	6.9	685
7500	2200	41	96	6.6	7.0	675
	2800	72	138	11.0	4.2	580
	2700	66	133	10.0	4.6	610
	2600	60	128	9.2	5.0	640
	2500	54	121	8.4	5.5	670
10000	2400	49	113	7.6	6.1	685
	2300	44	102	5.9	6.7	680
	2800	68	138	10.4	4.4	615
	2700	62	133	9.5	4.8	640
	2600	57	126	8.7	5.3	670
	2500	51	118	7.8	6.3	690
	2400	46	107	7.2	6.4	690
	2300	41	90	6.5	7.1	635

Figure A1-11. Cruise & Range Performance Data

LANDING DISTANCE TABLE LANDING DISTANCE WITH FULL FLAPS, POWER OFF, AND NO WIND ON HARD SURFACE RUNWAY									
GROSS WEIGHT LBS	APPROACH IAS MPH	@ S.L. & 59°F		@ 2,500 ft & 50°F		@ 5,000 ft & 41°F		@ 7,500 ft & 32°F	
		GROUND RUN	TOTAL TO CLEAR 50' OBS	GROUND RUN	TOTAL TO CLEAR 50' OBS	GROUND RUN	TOTAL TO CLEAR 50' OBS	GROUND RUN	TOTAL TO CLEAR 50' OBS
2500	75	610	1320	650	1390	685	1470	725	1560
NOTES: 1. Reduce landing distance 10% for each 5 knots of headwind. 2. For operation on a dry, grass runway, increase distance (both "ground roll" and "total to clear 50 ft. obstacle") by 20% of the "total to clear 50 ft obstacle" figure.									

Figure A1-12. Landing Distance Data



10 KNOT MAX STUDENT X-WIND

MAX DEMONSTRATED X-WIND

0° FLAPS 26 KNOTS

20° FLAPS 15 KNOTS

40° FLAPS 10 KNOTS

T-41C X-WIND COMPONENT CHART

T-41D AIRCRAFT

TAKE-OFF DATA, T-41D MODEL										
TAKE-OFF DISTANCE FROM HARD SURFACE RUNWAY WITH FLAPS 10°										
GROSS WEIGHT LBS	IAS AT 50 FT MPH	HEAD WIND KNOTS	@ S.L. & 59°F		@ 2,500 ft & 50°F		@ 5,000 ft & 41°F		@ 7,500 ft & 32°F	
			GROUND RUN	TOTAL TO CLEAR 50' OBS	GROUND RUN	TOTAL TO CLEAR 50' OBS	GROUND RUN	TOTAL TO CLEAR 50' OBS	GROUND RUN	TOTAL TO CLEAR 50' OBS
2550	71	0	740	1230	880	1440	1065	1725	1290	2095
		10	520	925	630	1100	770	1330	945	1630
		20	335	660	415	795	520	975	655	1215
2200	66	0	525	920	625	1070	755	1255	910	1495
		10	360	685	435	800	530	950	650	1140
		20	225	475	275	560	345	680	430	825
1900	61	0	380	710	450	810	540	940	650	1105
		10	250	515	305	595	370	700	450	825
		20	150	350	185	410	230	485	285	585

NOTES: 1. Increase distance 10% for each 25°F above standard temperature for particular altitude.
2. For operation on a dry, grass runway, increase distance (both "ground run" and "total to clear 50 ft obstacle") by 7% of the "total to clear 50 ft obstacle" figure.

Figure A1-13. **D** Take-Off Data, T-41D Model

MAXIMUM RATE-OF-CLIMB DATA, T-41D MODEL												
GROSS WEIGHT LBS	IAS MPH	@ S.L. & 59°F		@ 5,000 ft & 41°F			@ 10,000 ft & 23°F			@ 15,000 ft & 5°F		
		RATE OF CLIMB FT/MIN	GAL OF FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	FROM S.L. FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	FROM S.L. FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	FROM S.L. FUEL USED
2550	95	880	1.3	91	650	3.1	87	420	5.3	83	190	8.8
2200	92	1120	1.3	88	860	2.7	85	595	4.3	81	340	6.4
1900	88	1390	1.3	85	1095	2.3	82	800	3.5	79	505	5.1

NOTES: 1. Flaps up, full throttle, 2800 RPM and mixture at recommended leaning schedule.
2. Fuel used includes warm-up and take-off allowance.
3. For hot weather, decrease rate of climb 20 ft/min for each 10°F above standard day temperature for particular altitude.

Figure A1-14. **D** Maximum Rate-of-Climb Data, T-41D Model

T-41D AIRCRAFT

CRUISE PERFORMANCE

NORMAL LEAN MIXTURE

Standard Conditions Zero Wind 

Gross Weight - 2550 LBS

2500 FEET

RPM	MP	%BHP	TAS MPH	GAL/ HOUR	46 GAL (NO RESERVE)	
					ENDR. HOURS	RANGE MILES
2600	24	77	139	11.7	3.9	550
	23	72	135	11.0	4.2	570
	22	67	131	10.2	4.5	590
	21	62	127	9.5	4.8	610
2500	25	78	139	11.8	3.9	540
	24	73	136	11.1	4.1	565
	23	69	132	10.5	4.4	580
	22	64	128	9.8	4.7	605
2400	25	73	136	11.1	4.1	565
	24	69	132	10.5	4.4	580
	23	65	129	9.8	4.7	600
	22	60	125	9.2	5.0	620
2300	25	68	132	10.4	4.4	585
	24	64	128	9.8	4.7	600
	23	60	124	9.2	5.0	620
	22	56	120	8.6	5.3	645
2200	25	63	128	9.7	4.8	605
	24	60	124	9.1	5.0	625
	23	56	120	8.6	5.4	645
	22	52	115	8.0	5.7	660
	21	48	110	7.5	6.1	675
	20	44	105	7.0	6.6	690
	19	41	98	6.5	7.1	695
	18	37	91	6.0	7.7	695

Figure A1-15. Cruise Performance (2500 feet)

T-41D AIRCRAFT

CRUISE PERFORMANCE						
NORMAL LEAN MIXTURE						
Standard Conditions 		Zero Wind 		Gross Weight - 2550 LBS		
5000 FEET						
RPM	MP	%BHP	TAS MPH	GAL/ HOUR	46 GAL (NO RESERVE)	
					ENDR. HOURS	RANGE MILES
2600	23	75	141	11.4	4.0	565
	22	71	137	10.7	4.3	585
	21	66	132	10.0	4.6	605
	20	61	128	9.3	4.9	630
2500	23	72	138	11.0	4.2	580
	22	68	134	10.3	4.5	600
	21	63	130	9.6	4.8	620
	20	58	125	8.9	5.2	645
2400	23	68	134	10.3	4.5	600
	22	63	130	9.7	4.8	620
	21	59	126	9.0	5.1	640
	20	55	121	8.4	5.5	660
2300	23	63	130	9.7	4.8	620
	22	59	126	9.0	5.1	640
	21	55	121	8.4	5.4	660
	20	51	116	7.9	5.8	675
2200	23	59	126	9.0	5.1	640
	22	55	121	8.5	5.4	660
	21	51	116	7.9	5.8	675
	20	47	111	7.4	6.2	690
	19	43	104	6.9	6.7	700
	18	40	97	6.4	7.2	705
	17	36	89	5.9	7.8	700

Figure A1-16. Cruise Performance (5000 feet)

T-41D AIRCRAFT

CRUISE PERFORMANCE

NORMAL LEAN MIXTURE

Standard Conditions Zero Wind 

Gross Weight - 2550 LBS

7500 FEET

RPM	MP	%BHP	TAS MPH	GAL/ HOUR	46 GAL (NO RESERVE)	
					ENDR. HOURS	RANGE MILES
2600	21	69	138	10.5	4.4	605
	20	64	134	9.8	4.7	625
	19	60	129	9.1	5.1	650
	18	55	123	8.4	5.5	675
2500	21	66	135	10.1	4.6	620
	20	62	131	9.4	4.9	640
	19	57	125	8.7	5.3	665
	18	52	119	8.0	5.7	685
2400	21	62	131	9.5	4.9	635
	20	58	127	8.8	5.2	660
	19	53	121	8.2	5.6	680
	18	49	115	7.6	6.0	695
2300	21	58	127	8.9	5.2	660
	20	54	122	8.3	5.6	675
	19	50	116	7.7	6.0	690
	18	45	109	7.1	6.5	700
2200	21	54	122	8.3	5.5	675
	20	50	116	7.8	5.9	690
	19	46	110	7.2	6.4	700
	18	42	103	6.7	6.9	710
	17	38	95	6.2	7.4	710

Figure A1-17. Cruise Performance (7500 feet)

T-41D AIRCRAFT

CRUISE PERFORMANCE						
NORMAL LEAN MIXTURE						
Standard Conditions 		Zero Wind 		Gross Weight - 2550 LBS		
10,000 FEET						
RPM	MP	%BHP	TAS MPH	GAL/ HOUR	46 GAL (NO RESERVE)	
					ENDR. HOURS	RANGE MILES
2600	19	63	135	9.6	4.8	645
	18	58	129	8.9	5.2	670
	17	53	122	8.2	5.6	690
	16	48	114	7.5	6.2	705
2500	19	60	132	9.2	5.0	660
	18	55	126	8.5	5.4	680
	17	50	118	7.8	5.9	700
	16	46	110	7.1	6.4	710
2400	19	56	127	8.6	5.3	675
	18	52	121	8.0	5.7	695
	17	47	113	7.4	6.2	705
	16	43	105	6.8	6.8	715
2300	19	52	121	8.1	5.7	690
	18	48	115	7.5	6.1	705
	17	44	107	6.9	6.6	715
	16	40	99	6.4	7.2	715
2200	19	49	116	7.6	6.0	700
	18	45	109	7.1	6.5	710
	17	41	102	6.5	7.0	715
	16	37	93	6.0	7.6	715

Figure A1-18. Cruise Performance (10,000 feet)

GLOSSARY

A

AGL - Above Ground Level

B

BHP - Brake Horse Power

C

°C - Temperature in degrees Centigrade

CAS - Calibrated Airspeed

D

E

F

°F - Temperature in degrees Fahrenheit

F/F - Fuel Flow

G

G, g - Unit of acceleration. One g is the normal acceleration due to gravity

GA - Go-around. Mode of operation of flight

GAL/HR - Gallon of fuel used in one hour

GPH - Gallons Per Hour

H

I

IAS - Indicated Air Speed. Actual reading on panel instrument (airspeed indicator)

IFF - Identification Friend or Foe, interrogation communication equipment.

J

K

KHz - Kilohertz (Kilocycles per second)

KTS - Knots

L

M

MHz - Megahertz (Megacycles per second), 1000 KHz

MPH - Miles Per Hour

N

NAVAID - Integration of communication equipment within and beyond the aircraft

O

OBS - Omni Bearing Selector

P

PSI - Pounds per Square Inch

Q

R

RPM - Revolutions Per Minute

S

T

TCTO - Time Compliance Technical Order

U

V

VHF - Very High Frequency (30 to 300 MHz)

VOR - VHF Omnidirectional Radio Range (Omnirange) (VHF navigation aid)

VVI - Vertical Velocity Indicator

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