

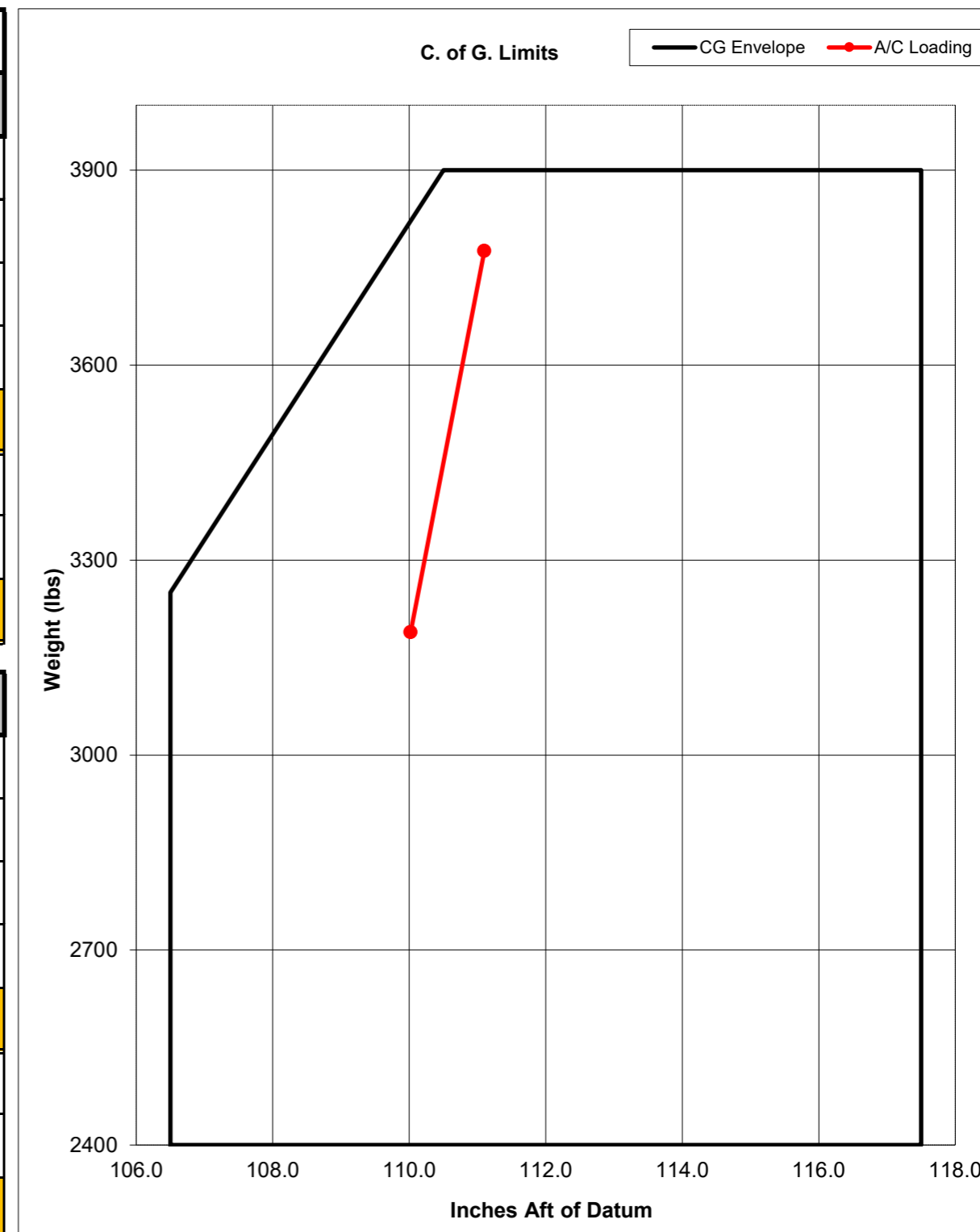
**Weight & Balance Load Sheet VH -DVF**

<b>Position:</b>	<b>Details:</b>	<b>Weight (Kg):</b>
Front Left (Pilot)	Pilot	108
Front Right (Co-pilot)	Front Pax	85
Passenger (Rear Left)	Pax 2	0
Passenger (Rear Right)	Pax 3	15
Baggage Compartment	Luggage	20

Fuel (litres) 380 Full = 380  
 Tabs = 304

<b>Weight &amp; Balance Check Duchess BE76 (VH-DVF) (lb-in)</b>				
Description	Item	Weight (lbs)	Arm (in)	Index Units (lb-in/100)
	Basic Empty	2686	110	2941
	Pilot + Front Pax	425	105	447
	Rear Pax	33	142	47
	Baggage	44	167	74
Max 3500 lbs (1588 kg)	Zero Fuel	3189	110	3509
	Fuel	603	117	706
	Less Start Up	-16	117	-19
Max 3900 lbs (1769 kg)	Take Off Fuel	3776	111	4195

Description	Item	Weight (kg)	Arm (mm)	Index Units (kgmm/1000)
	Basic Empty	1214	2781	3376
	Pilot + Front Pax	193	2667	515
	Rear Pax	15	3607	54
	Baggage	20	4242	85
	Zero Fuel	1442	2795	4030
0.72 x no. of litres	Fuel	274	2972	813
	Less Start Up	-7	2972	-22
	Take Off Fuel	1708	2823	4821



Arm (mm)		Arm (Inches)	
Wgt (Kg)	Min	Wgt (lbs)	Min
1089	2705.1	2400	106.5
1474	2705.1	3250	106.5
1769	2806.7	3900	110.5
1769	2984.5	3900	117.5
1089	2984.5	2400	117.5
1089	2705.1	2400	106.5

*AIRCRAFT*

**LOAD DATA SHEET - PAGE 1 OF 3 - AEROPLANE WEIGHT**

Aeroplane Type:..... BEECH 76

Registration Marking:..... **VH-DVF** Serial No: ME-258

ISSUE:..... ONE      DATE:..... 16.Jun.09      EXPIRY:..... INDEFINITE

**AEROPLANE WEIGHT AND CENTRE OF GRAVITY DATA:**

ITEM	WEIGHT (Kg)	ARM (mm aft of datum)	INDEX (Kg.mm)	CABIN CONFIGURATION
EMPTY	<b>1218.3</b>	<b>2781.7</b>	<b>3389077</b>	FOUR SEATS TOTAL
FOUR SINGLE SEATS CABIN CONFIGURATION				
THE FOLLOWING IMPERIAL UNITS ARE FOR USE WITH THE PILOTS HANDBOOK SECTION SIX				
	(lb)	(in)	(in.lb/100)	
EMPTY	<b>2686.0</b>	<b>109.5</b>	<b>2941.59</b>	FOUR SEATS TOTAL

NOTE: The above empty weights include:-

EMPTY - unusable fuel and full oil

**AeroWeight Pty. Ltd.**  
BRUCE CLISSOLD  
AUTHORITY NUMBER AN-9  
PHONE: 9755 7104      FAX: 9755 7126  
MOBILE: 0412 33 5551

**LOAD DATA SHEET - PAGE 2 OF 3 - EQUIPMENT LIST**

This list details the items included in the empty weight shown in Page 1.

 Aeroplane Type:..... BEECH 76  
 Registration Marking:..... VH-DVF      Serial No:    ME-258

ISSUE:..... ONE	DATE:..... 16.6.09
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**ENGINES/PROPELLERS**
 Lyc. 0/L0-360-A1G6D..... 2  
 Hartzell 2 Blade..... 2
**COMPASSES**
 Magnetic..... 1  
 Remote Indicating..... 1\*
**THERMOMETERS**
 Engine Temp(Cyl.Hd.)..... 2  
 Oil Temp..... 2  
 Outside Air Temp..... 1\*  
 Outside Air Temp..... 1
**INDICATORS**
 Airspeed..... 1\*  
 Airspeed..... 1  
 Direction Indicator (H.S.I.) 1\*  
 Directional Gyro ..... 1  
 Exhaust Gas Temp..... DUAL  
 Flight Hour..... 2  
 Attitude Indicator..... 1\*  
 Gyro Horizon..... 1  
 Stall Warning..... 1  
 Tacho Non-Recording..... DUAL  
 Trim Indicator..... 2  
 Turn Co-ordinator..... 1  
 Gear Postn. Lights..... 4  
 Vertical Speed..... 1\*  
 Vertical Speed..... 1  
 Flap Position..... 1  
 Altitude Alerter..... 1\*  
 Assigned Altitude..... 1
**RADIO EQUIPMENT (TYPE)**
 ADF..... KING KR87  
 A/P-F/D..... CENTURY III  
 A/P Cpler..... EDO IC-388  
 Speakers..... 1  
 G/Slope..... PART NAVS  
 HF Com..... 0  
 Headsets..... 1  
 GPS/Com..... GARMIN GNS430(x2)  
 Audio/Mkr..... GARMIN GMA340  
 Txponder..... GARMIN GTX327  
 Encoder..... TRANSCAL SSD120  
 EFIS..... ASPEN EFD1000PRO  
 AHRS..... PART EFIS  
 Radar..... RCA Weatherscout  
 Rad.Alt..... KING KRA10A
**INSTRUMENTS**
 Altimeters..... 1\*  
 Altimeters ..... 2  
 Ammeters (Load)..... 2  
 Clocks..... E.T.I.
**GAUGES**
 Engine Oil Pressure..... 2  
 Fuel Contents..... 2  
 Fuel Pressure..... 2  
 Manifold Pressure..... DUAL  
 Suction Pressure..... 1
**LIGHTS**
 White Strobes(tips)..... 2  
 Inst. Full Panel..... 1  
 Inst. Flood/Spot..... 1  
 Landing..... 1  
 Map Reading..... 1  
 Navigation..... 4  
 Cabin..... 1  
 Taxi..... 2
**RESTRAINT EQUIPMENT**
 Rear Bagg Straps..... 0  
 Lap-sash/Inertia Harness 4
**ELECTRICAL EQUIPMENT**
 Alternators..... 2  
 Batteries..... 2  
 Starters (Lightweight)..... 2  
 External Power..... 1
**MISCELLANEOUS EQUIPMENT**
 Dual Controls..... 1  
 Fire Ext.(Portable)..... 1  
 Hydraulic Pump..... 1  
 Land.Gear Warn.Horn..... 1  
 Cabin Heater..... 1  
 Vacuum Pumps..... 2  
 Heated Pitots..... 1  
 Alternate Static..... 1  
 Electric Trim..... 1
**DISPOSABLE LOAD LIST**
 First Aid Kit..... 0  
 Torch..... 1  
 V.S.Beacon/E.L.T..... ME-406

\*ITEMS MARKED ARE PART OF ASPEN EFD1000 PRO

**AeroWeigh Pty. Ltd.**

 BRUCE BLISSOLD  
 AUTHORITY NUMBER AN-9

 PHONE: 9755 7104      FAX: 9755 7126  
 MOBILE: 0412 58 5551

**LOAD DATA SHEET - PAGE 3 OF 3 - LOADING SYSTEM**

Aeroplane Type:..... BEECH 76

Registration Marking:..... **VH-DVF** Serial No: ME-258

ISSUE:..... ONE	DATE:..... 16.6.09
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The following is valid only for the Empty Weight specified in paragraph 6.2 - Aeroplane Weight dated.. 16.06.09 and is based on calculations using Occupant Weights of 60 to 90 Kg each.

**1. OCCUPANTS:-**

Load Front to Rear (i.e. Front seats first)  
Load Heaviest Passenger in front row  
Check Zero Fuel Weight with FOUR occupants

**2. BAGGAGE:-**

Maximum Baggage is 90 Kg - Check Zero Fuel Weight  
**MAXIMUM ZERO FUEL WEIGHT.....1588 Kg**

**3. FUEL:-**

Fuel is limited only by All Up Weight  
**MAXIMUM TAKE-OFF WEIGHT.....1769 Kg**  
**MAXIMUM LANDING WEIGHT.....1769 Kg**

**\*\*\*\*\*OPTIONAL LOAD SYSTEM\*\*\*\*\***

If Loading can not conform to the above limitations, a full load check should be carried out using the Pilots handbook OR Load Chart BC/BCH76/1.

**AeroWeigh Pty. Ltd.**  
**BRUCE CLISSOLD**  
**AUTHORITY NUMBER AN-9**  
**PHONE: 9755 7104 FAX: 9755 7126**  
**MOBILE: 0412 58 5551**

**INSTRUCTIONS FOR LOAD CHART BC/BCH76/1 ISSUE ONE  
(8 MARCH 1996)  
BEECH 76 DUCHESS**

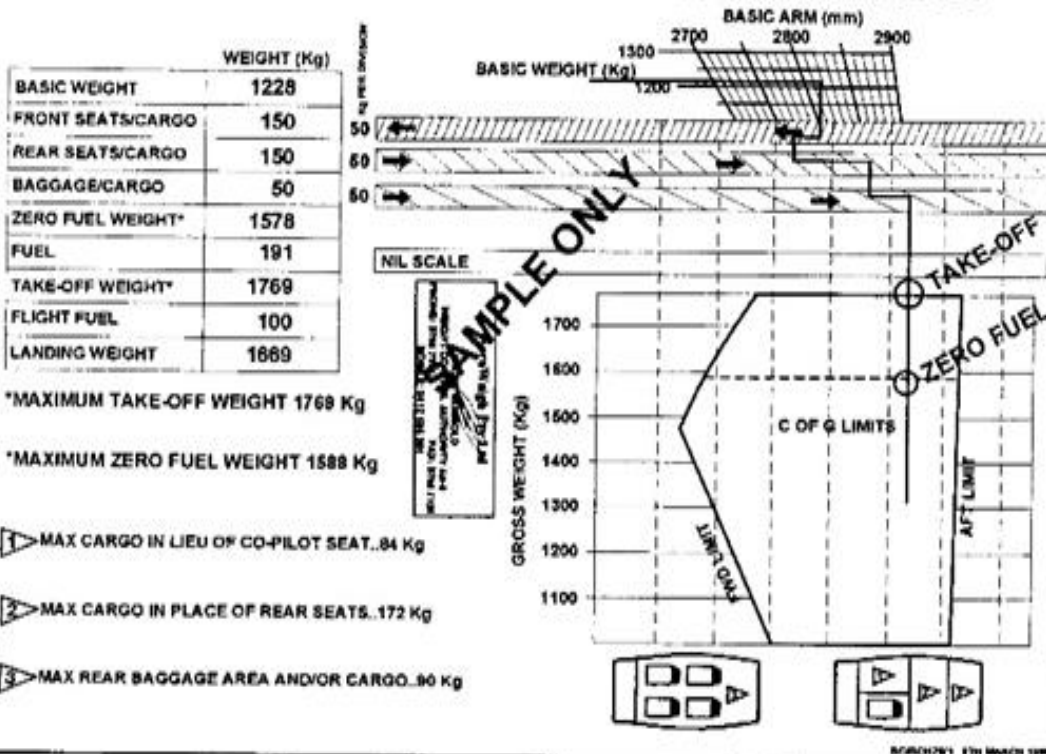
1. Use standard trim sheet procedures. Enter top of chart using current Basic EMPTY Weight and Arm obtained from the Load Data Sheet.
2. Total load weights in left hand column obtaining Zero Fuel Weight and Take-off Weight.  
Draw horizontal lines on the C.G. Limits Graph at the bottom of the chart.
3. From the Basic Weight Versus Arm point at the top of the chart, draw a line VERTICALLY down to intersect the first load item scale.
4. Move along the load item scale in the direction of the arrow and mark a point appropriate to the load indicated in the left hand column.  
[e.g. with 50 Kg/Div a 100 Kg load = 2 Div.]
5. Continue VERTICALLY down the load item scales, moving to left or right as indicated by the arrows and marking scale divisions as appropriate to each load.
6. From the last cabin load item scale draw a line VERTICALLY down to intersect the Zero Fuel AND Take-off lines previously drawn on the limits graph. (NOTE: Fuel has NIL Scale)
7. The two intersection points above must not exceed the boundaries of the limits graph (heavily lined). If either point does, then the load must be rearranged and loading rechecked with steps 2 to 6.

**\*\*\*DO NOT EXCEED MAXIMUM WEIGHTS SHOWN ON THE CHART\*\*\***

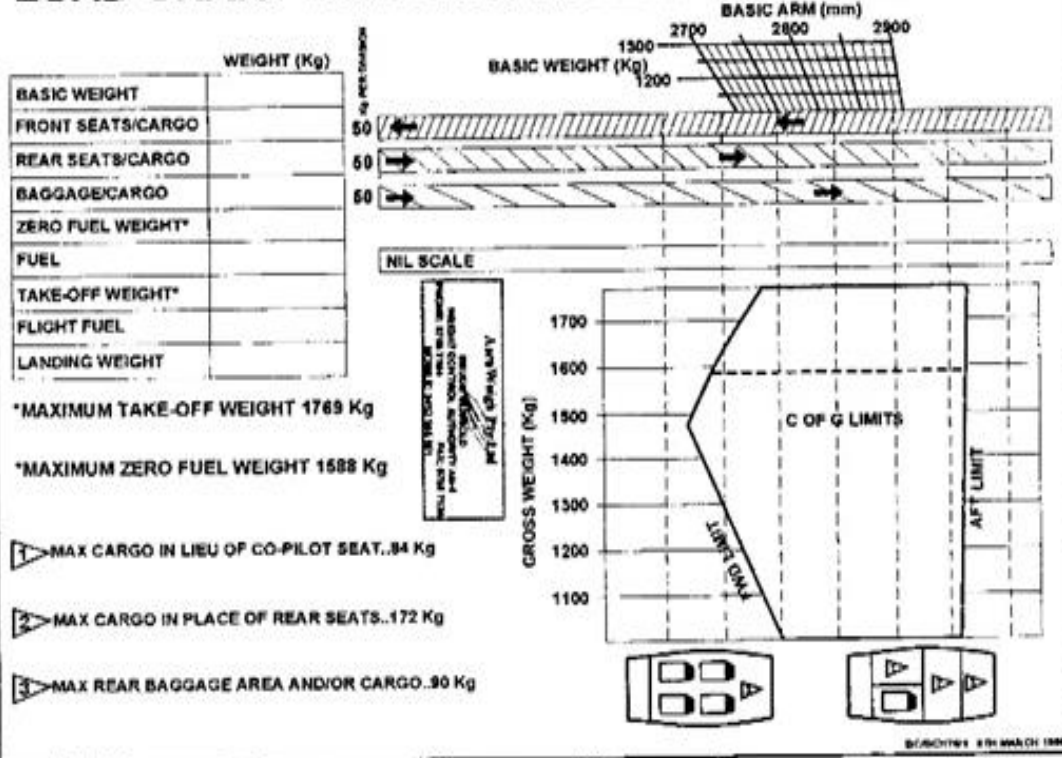
**AeroWeigh Pty. Ltd.**  
BRUCE CLISSOLD  
AUTHORITY NUMBER AN-9  
PHONE: 0415 551111 755 7126  
MOBILE: 0412 55 3551



# LOAD CHART BC/BCH76/1 BEECH 76 DUCHESS



# LOAD CHART BC/BCH76/1 BEECH 76 DUCHESS



# LANDING DISTANCE - GRASS SURFACE - FLAPS DOWN (DN)

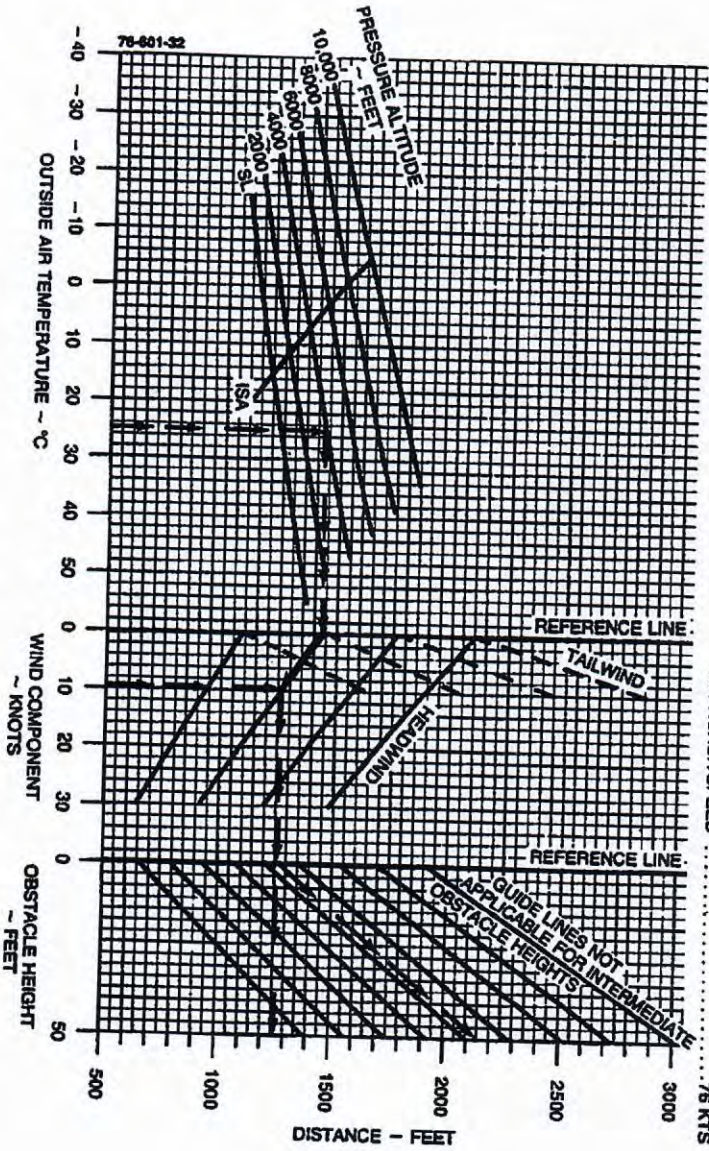
APPROACH SPEED 76 KTS (ALL WEIGHTS)

ASSOCIATED CONDITIONS:

- POWER.....RETARD TO MAINTAIN 600 FT/MIN ON FINAL APPROACH
- FLAPS.....DOWN (DN)
- LANDING GEAR.....DOWN
- RUNWAY.....SHORT, DRY, GRASS
- APPROACH SPEED.....76 KTS
- BRAKING.....MAXIMUM

EXAMPLE:

- OAT.....25°C
- PRESSURE ALTITUDE.....3985 FT
- HEADWIND COMPONENT.....8.5 KTS
- GROUND ROLL.....1250 FT
- TOTAL OVER 50 FT OBSTACLE.....2150 FT
- APPROACH SPEED.....76 KTS



**BEECHCRAFT**  
Duchess 76

Section V  
Performance



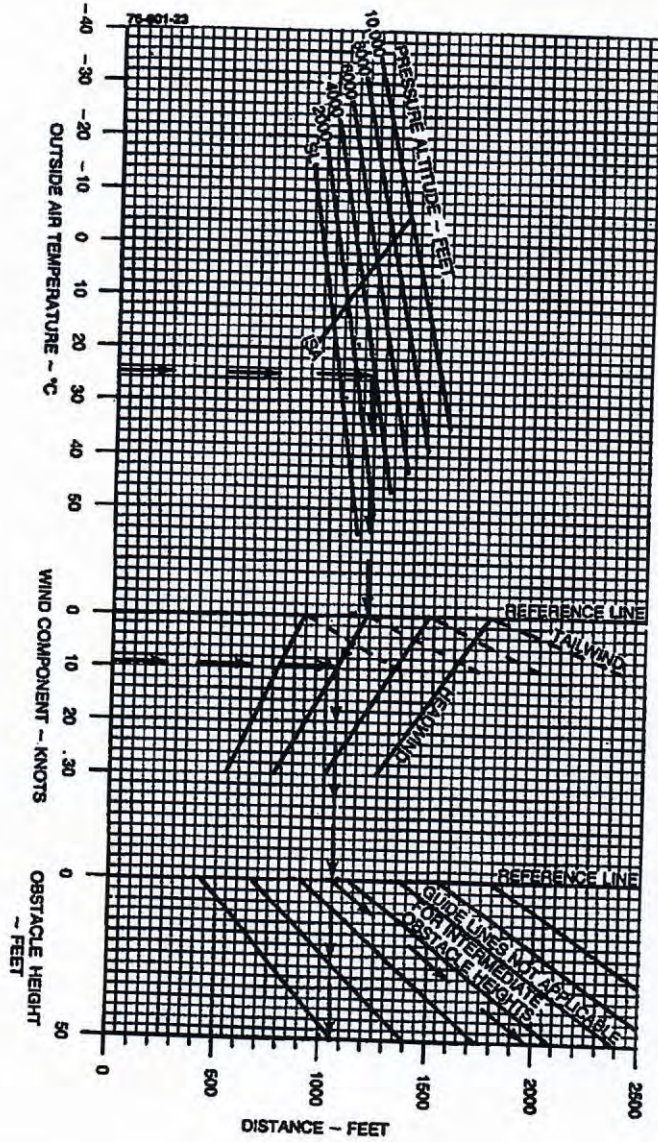
**BEECHCRAFT**  
**Duchess 76**

**LANDING DISTANCE - FLAPS DOWN (DN)**

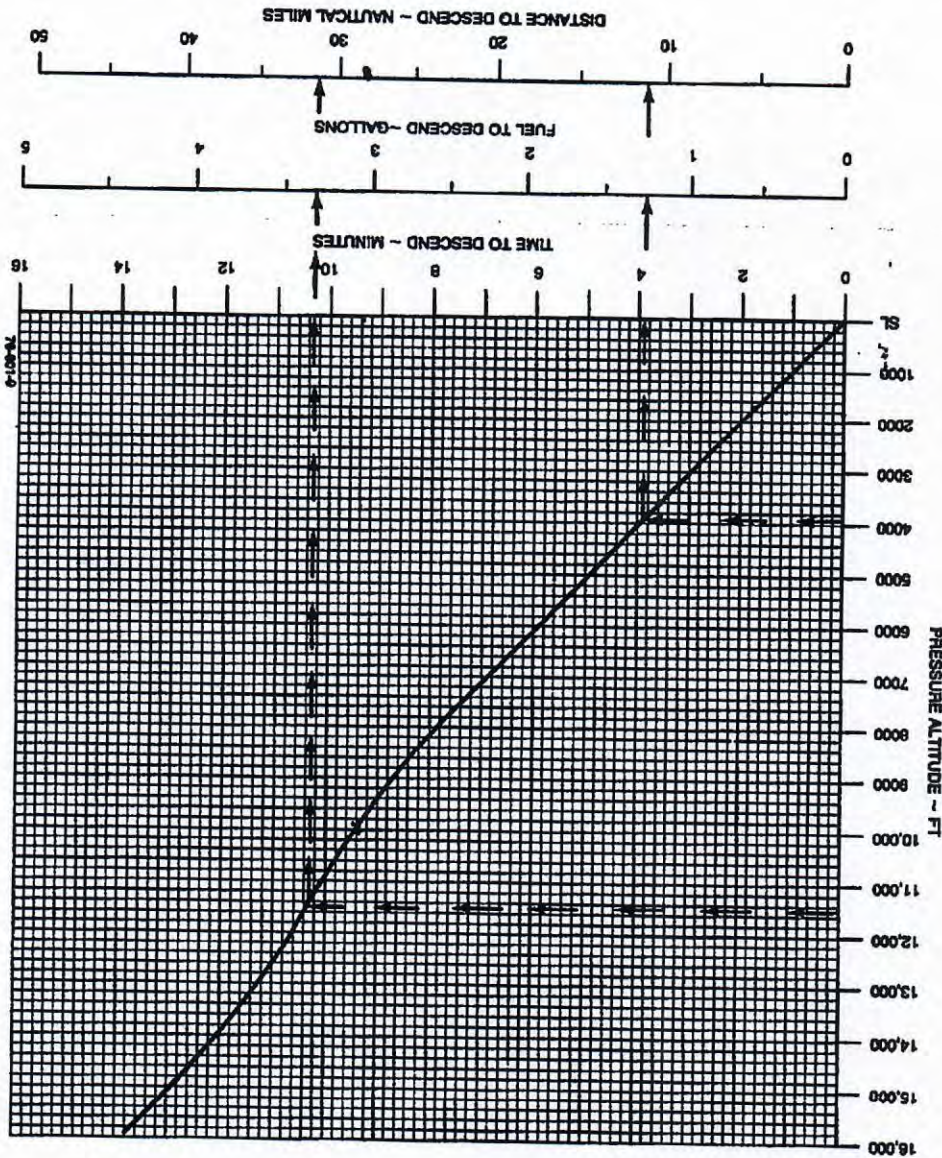
**APPROACH SPEED 76 KNOTS (ALL WEIGHTS)**

**ASSOCIATED CONDITIONS:**  
 POWER..... RETARD TO MAINTAIN 600 FT/MIN ON FINAL APPROACH  
 FLAPS..... DOWN (DN)  
 LANDING GEAR..... DOWN  
 RUNWAY..... PAVED, LEVEL, DRY SURFACE  
 APPROACH SPEED..... 76 KNOTS IAS  
 BRAKING..... MAXIMUM

**EXAMPLE:**  
 OAT..... 25°C  
 PRESSURE ALTITUDE..... 3985 FT  
 HEADWIND COMPONENT..... 8.5 KTS  
 GROUND ROLL..... 1050 FT  
 TOTAL OVER 50 FT OBSTACLE..... 1970 FT  
 APPROACH SPEED..... 76 KTS







**ASSOCIATED CONDITIONS:**  
 POWER..... AS REQUIRED TO MAINTAIN 1000 FT/MIN RATE OF DESCENT  
 LANDING GEAR..... UP  
 FLAPS..... UP  
 MIXTURE..... FULL RICH (ABOVE 5000 FT LEAN TO 75% - 100% ON RICH SIDE OF PEAK EGT)

**EXAMPLE:**  
 INITIAL ALTITUDE..... 11,500 FT  
 FINAL ALTITUDE..... 3985 FT  
 TIME TO DESCEND..... 10 - 4 = 6 MINUTES  
 FUEL TO DESCEND..... 3.4 - 1.3 = 2.1 GAL  
 DISTANCE TO DESCEND..... 32 - 11 = 21NM

**TIME, FUEL, AND DISTANCE TO DESCEND**  
 DESCENT SPEED - 170 KNOTS

**BEECHCRAFT Duchess 76**  
**Section V Performance**



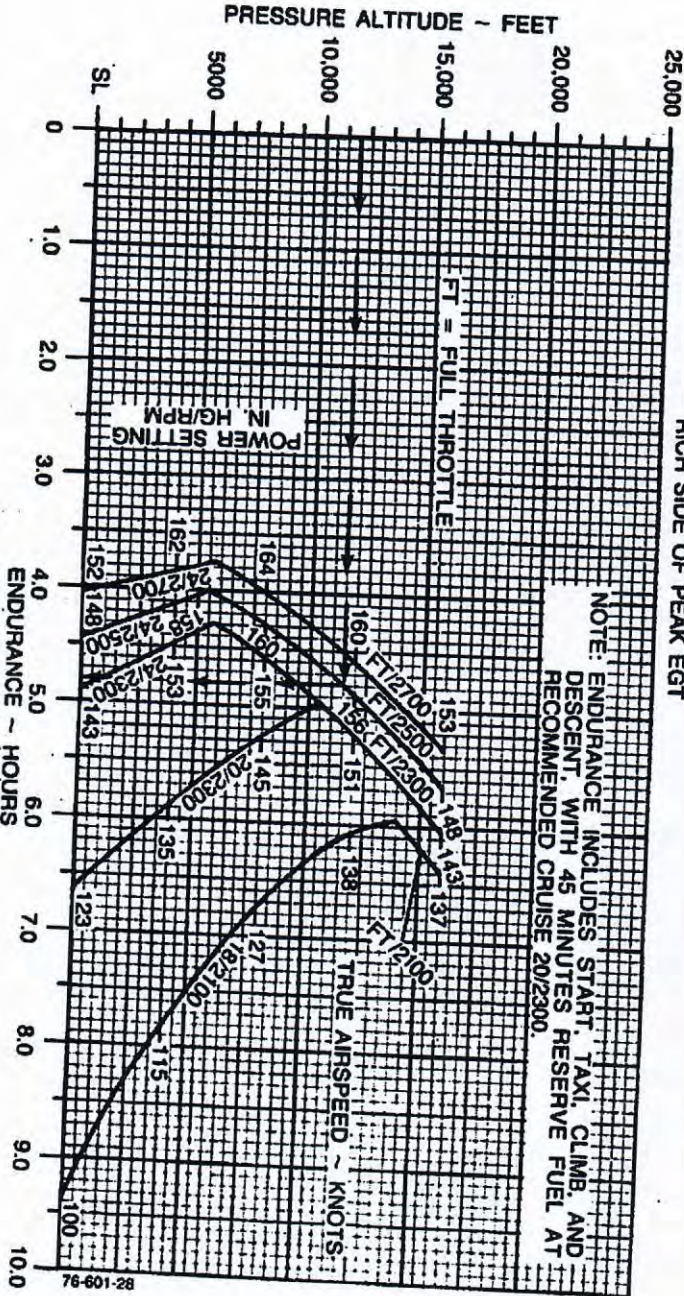
# ENDURANCE PROFILE - 100 GALLONS STANDARD DAY (ISA)

**ASSOCIATED CONDITIONS:**

WEIGHT ..... 3916 LBS BEFORE ENGINE START  
 FUEL DENSITY ..... AVIATION GASOLINE  
 INITIAL FUEL LOADING ..... 6.0 LBS/GAL  
 COWL FLAPS ..... 100 US GAL (600 LBS)  
 MIXTURE ..... CLOSED  
 LEANED TO 25°-50°F ON RICH SIDE OF PEAK EGT

**EXAMPLE:**

PRESSURE ALTITUDE ..... 11,500 FT  
 POWER SETTING ..... FT/2500  
 ENDURANCE ..... 4.8 HRS



INTENTIONALLY LEFT BLANK

BEECHCRAFT  
Duchess 76

Section V  
Performance



**RECOMMENDED CRUISE POWER - 20.0 IN. HG @ 2300 RPM (OR FULL THROTTLE)**

PRESS ALT. FEET	ISA - 20°C (-36°F)						STANDARD DAY (ISA)						ISA + 20°C (+36°F)								
	IOAT °C	IOAT °F	MAN. PRESS. IN.HG	FUEL FLOW/ENGINE PPH/GPH	IAS KTS	TAS KTS	IOAT °C	IOAT °F	MAN. PRESS. IN.HG	FUEL FLOW/ENGINE PPH/GPH	IAS KTS	TAS KTS	IOAT °C	IOAT °F	MAN. PRESS. IN.HG	FUEL FLOW/ENGINE PPH/GPH	IAS KTS	TAS KTS			
SL	-4	25	20.0	41	6.8	127	122	16	61	20.0	40	6.7	123	123	36	97	20.0	38	6.3	119	123
1000	-6	21	20.0	42	7.0	128	125	14	57	20.0	41	6.8	124	126	34	93	20.0	39	6.5	120	126
2000	-7	19	20.0	43	7.2	129	128	13	55	20.0	42	7.0	125	129	33	91	20.0	40	6.7	121	129
3000	-9	16	20.0	44	7.3	130	131	11	52	20.0	42	7.0	126	132	31	88	20.0	41	6.8	122	132
4000	-11	12	20.0	45	7.5	131	134	9	48	20.0	43	7.2	127	135	29	84	20.0	42	7.0	122	135
5000	-13	9	20.0	46	7.7	131	136	7	45	20.0	44	7.3	127	137	27	81	20.0	43	7.2	123	137
6000	-15	5	20.0	47	7.8	132	139	5	41	20.0	45	7.5	128	140	25	77	20.0	44	7.3	124	140
7000	-17	1	20.0	48	8.0	133	142	3	37	20.0	46	7.7	128	143	23	73	20.0	45	7.5	124	143
8000	-19	-2	20.0	49	8.2	133	145	1	34	20.0	47	7.8	129	145	21	70	20.0	46	7.7	125	146
9000	-21	-6	20.0	50	8.3	134	147	-1	30	20.0	48	8.0	129	148	19	66	20.0	47	7.8	125	149
10,000	-23	-9	20.0	51	8.5	134	150	-3	27	20.0	49	8.2	130	151	17	63	20.0	48	8.0	125	151
11,000	-25	13	19.5	51	8.5	133	151	-5	23	19.5	49	8.2	129	152	15	59	19.5	47	7.8	124	152
12,000	-27	-17	18.8	49	8.2	130	150	-7	19	18.8	47	7.8	125	151	13	55	18.8	46	7.7	121	151
13,000	-29	-20	18.0	47	7.8	127	148	-9	16	18.0	46	7.7	122	149	11	52	18.0	44	7.3	117	149
14,000	-31	-24	17.3	45	7.5	123	147	-11	12	17.3	44	7.3	119	147	9	48	17.3	42	7.0	114	147
15,000	-33	-27	16.7	44	7.3	120	145	-13	9	16.7	42	7.0	115	145	7	45	16.7	41	6.8	110	144
16,000	-35	-31	16.0	42	7.0	116	143	-15	5	16.0	40	6.7	111	143	5	41	16.0	39	6.5	106	142

NOTES: 1. Full throttle manifold pressure settings are approximate.

2. Shaded area represents operation with full throttle.

3. Lean to 25° - 50°F on rich side of peak EGT.

4. Cruise speeds are presented at an average weight of 3600 lbs.



**RECOMMENDED CRUISE POWER - 24.0 IN. HG @ 2500 RPM (OR FULL THROTTLE)**

PRESS ALT FEET	ISA -20°C (-36°F)						STANDARD DAY (ISA)						ISA +20°C (+36°F)								
	IOAT		MAN. PRESS IN.HG	FUEL FLOW/ENGINE		IAS KTS	TAS KTS	IOAT		MAN. PRESS IN.HG	FUEL FLOW/ENGINE		IAS KTS	TAS KTS	IOAT		MAN. PRESS IN.HG	FUEL FLOW/ENGINE		IAS KTS	TAS KTS
	°C	°F		PPH	GPH			°C	°F		PPH	GPH			°C	°F		PPH	GPH		
SL	-3	27	24.0	61	10.2	152	147	17	63	24.0	59	9.8	148	148	37	99	24.0	57	9.5	144	149
1000	-5	23	24.0	62	10.3	152	149	15	59	24.0	60	10.0	148	151	35	95	24.0	58	9.7	144	151
2000	-7	19	24.0	63	10.5	153	152	13	55	24.0	61	10.2	148	153	33	91	24.0	58	9.7	144	154
3000	-9	16	24.0	64	10.7	153	154	11	52	24.0	61	10.2	149	155	31	88	24.0	59	9.8	144	156
4000	-11	12	24.0	64	10.7	153	156	9	48	24.0	62	10.3	149	158	29	84	24.0	60	10.0	144	159
5000	-13	9	24.0	65	10.8	153	159	7	45	24.0	63	10.5	149	160	28	82	24.0	61	10.2	144	161
6000	-15	5	23.6	66	11.0	153	161	6	43	23.6	63	10.5	148	162	26	79	23.6	61	10.2	144	163
7000	-17	1	22.7	63	10.5	150	160	4	39	22.7	61	10.2	145	161	24	75	22.7	59	9.8	141	162
8000	-19	-2	21.9	61	10.2	148	159	2	36	21.9	59	9.8	142	160	22	72	21.9	57	9.5	138	161
9000	-21	-6	21.0	59	9.8	143	158	0	32	21.0	57	9.5	139	159	20	68	21.0	55	9.2	135	160
10,000	-23	-9	20.2	57	9.5	140	157	-3	27	20.2	55	9.2	136	158	18	64	20.2	53	8.8	132	159
11,000	-25	-13	19.4	55	9.2	137	156	-5	23	19.4	53	8.8	133	157	16	61	19.4	51	8.5	129	158
12,000	-27	-17	18.7	53	8.8	134	155	-7	19	18.7	51	8.5	130	156	14	57	18.7	49	8.2	125	156
13,000	-29	-20	18.0	51	8.5	131	153	-9	16	18.0	49	8.2	126	154	11	52	18.0	47	7.8	122	155
14,000	-31	-24	17.3	49	8.2	127	152	-11	12	17.3	47	7.8	123	152	9	48	17.3	45	7.5	118	153
15,000	-33	-27	16.6	47	7.8	124	150	-13	9	16.6	45	7.5	120	151	7	45	16.6	44	7.3	115	151
16,000	-35	-31	16.0	45	7.5	121	148	-15	5	16.0	43	7.2	116	148	5	41	16.0	42	7.0	111	148

NOTES: 1. Full throttle manifold pressure settings are approximate.

2. Shaded area represents operation with full throttle.

3. Lean to 25° - 50°F on rich side of peak EGT.

4. Cruise speeds are presented at an average weight of 3600 lbs.



# BEECHCRAFT

## Duchess 76

### Section V Performance

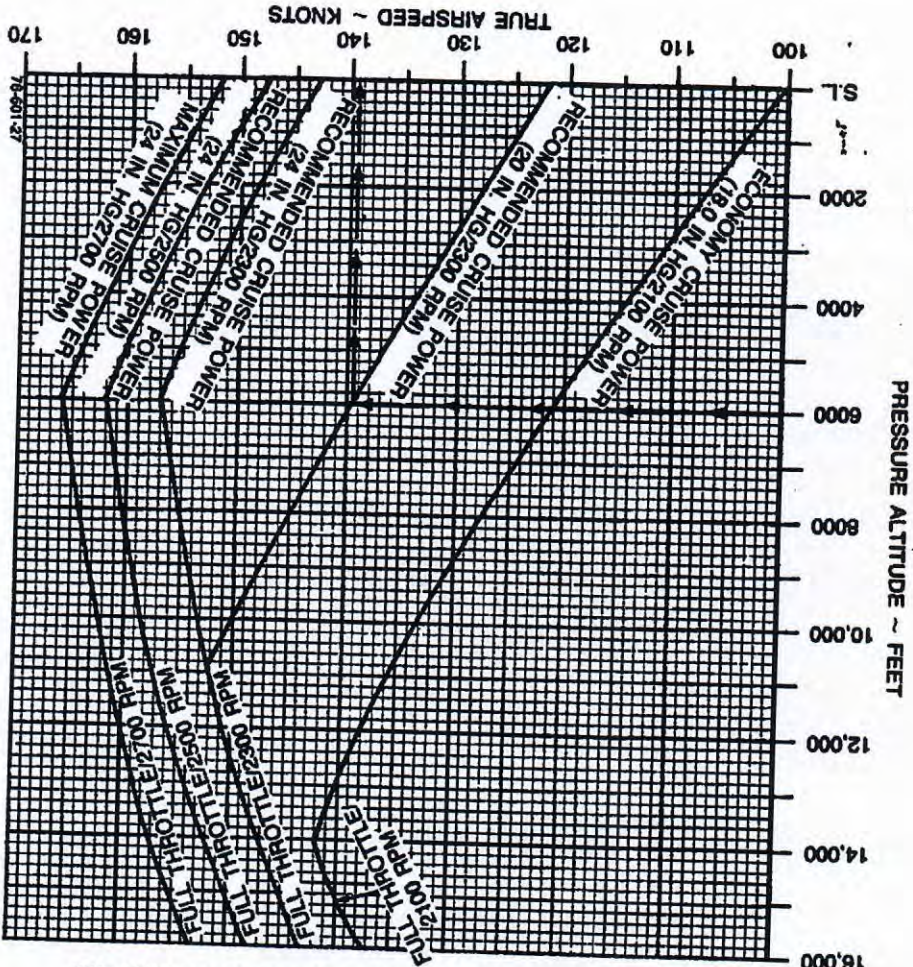
### CRUISE SPEEDS

ASSOCIATED CONDITIONS:

- AVERAGE CRUISE WEIGHT ..... 3600 LBS
- TEMPERATURE ..... STD DAY (ISA)
- PRESSURE ALTITUDE ..... 6000 FT
- POWER SETTING ..... 20 IN. HG/2300 RPM

EXAMPLE:

TRUE AIRSPEED ..... 139.5 KTS



76-501-27

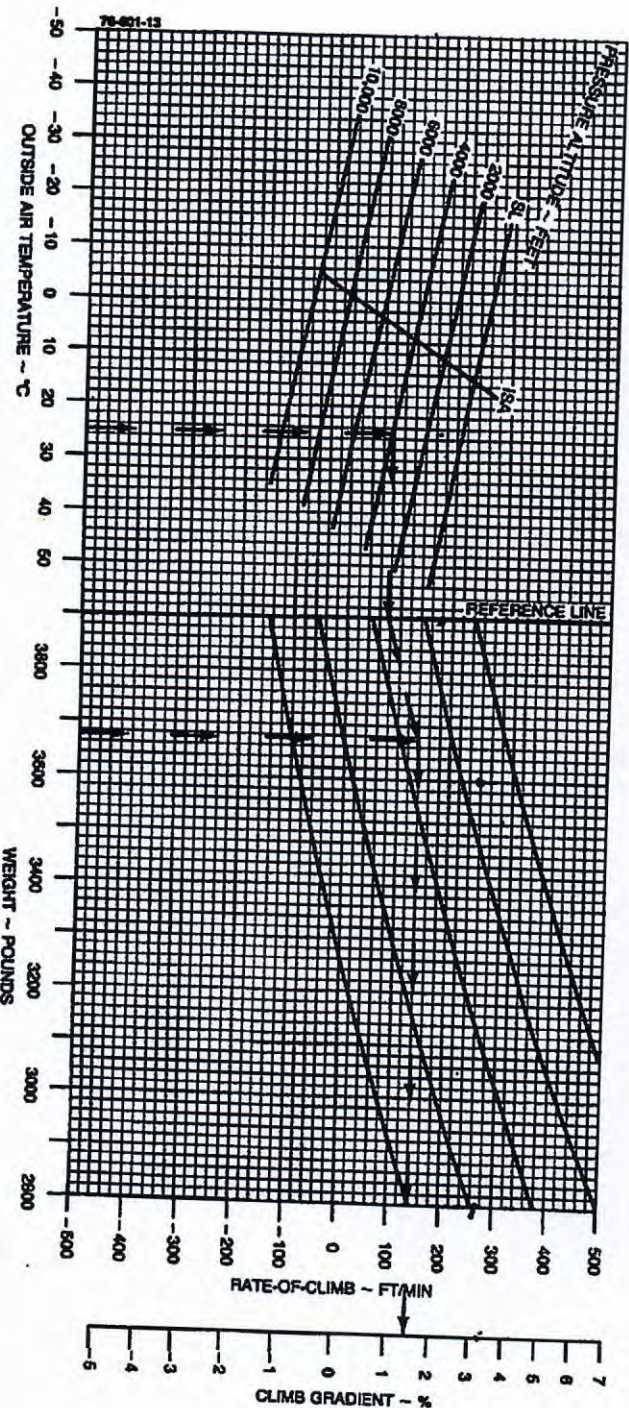


# CLIMB - ONE ENGINE INOPERATIVE

## CLIMB SPEED 85 KNOTS (ALL WEIGHTS)

**ASSOCIATED CONDITIONS:**  
 POWER..... TAKE-OFF AT 2700 RPM  
 LANDING GEAR..... UP  
 FLAPS..... UP  
 INOPERATIVE PROPELLER..... FEATHERED  
 CONN. FLAPS..... OPEN  
 MIXTURE..... FULL RICH (ABOVE 8000 FT LEANTO 75° - 100° ON RICH SIDE OF PEAK EST)

**EXAMPLE:**  
 OAT..... 25°C  
 PRESSURE ALTITUDE..... 3865 FT  
 WEIGHT..... 3877 LBS  
 RATE OF CLIMB..... 140 FT/MIN  
 CLIMB GRADIENT..... 1.5%  
 CLIMB SPEED..... 85 KTS





**BEECHCRAFT**

**Duchess 76**

**Section V**  
**Performance**

**TAKE-OFF CLIMB GRADIENT - ONE ENGINE INOPERATIVE**

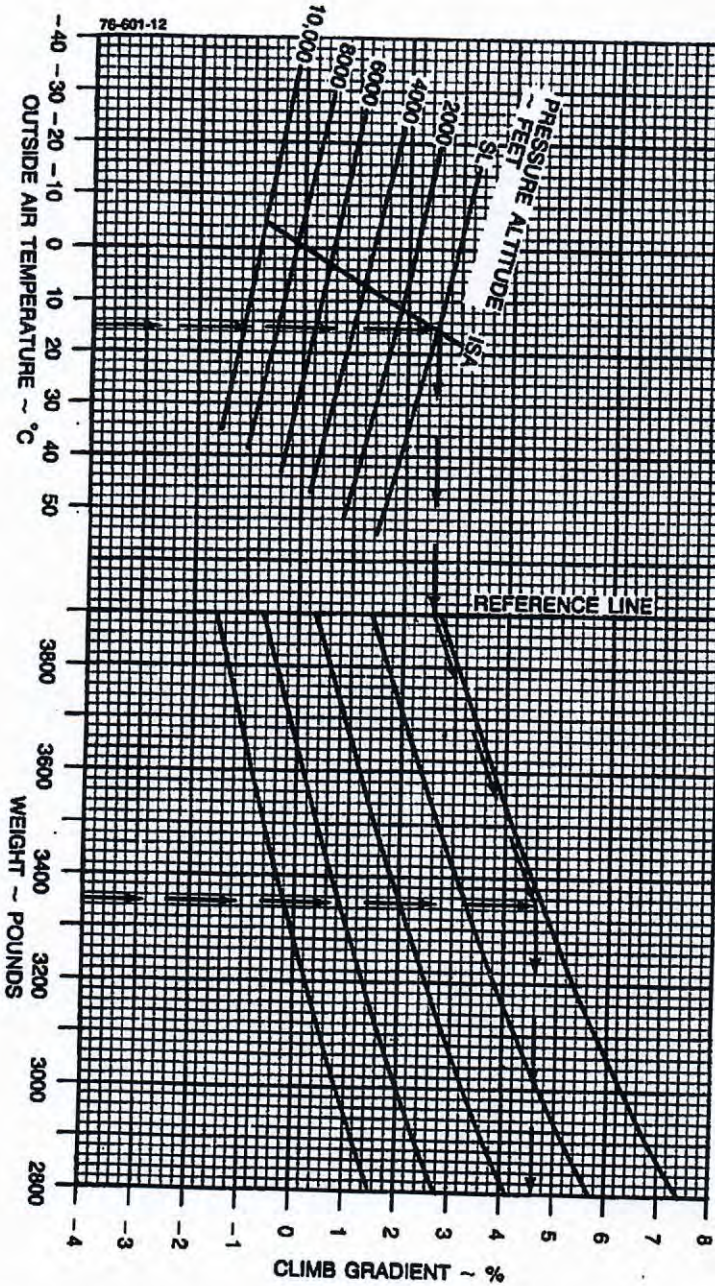
**CLIMB SPEED 80 KNOTS (ALL WEIGHTS)**

**ASSOCIATED CONDITIONS:**

POWER ..... TAKE-OFF AT 2700 RPM  
 LANDING GEAR ..... UP  
 FLAPS ..... UP  
 INOPERATIVE PROPELLER ..... FEATHERED  
 COWL FLAPS ..... OPEN  
 MIXTURE ..... FULL, RICH (ABOVE 5000 FT LEAN TO 75-100 F ON RICH SIDE OF PEAK EGT)

**EXAMPLE:**

OAT ..... 15°C  
 PRESSURE ALTITUDE ..... SL  
 WEIGHT ..... 3350 LBS  
 GRADIENT OF CLIMB ..... 4.6%





# BEECHCRAFT

Duchess 76

## Section V Performance

**EXAMPLE:**

OAT ..... 15°C  
 PRESSURE ALTITUDE ..... SL  
 TAKE-OFF WEIGHT ..... 3350 LBS  
 HEADWIND COMPONENT ..... 10 KTS

**TOTAL DISTANCE OVER**  
 50-FT OBSTACLE ..... 4700 FT  
 GROUND ROLL ..... 940 FT

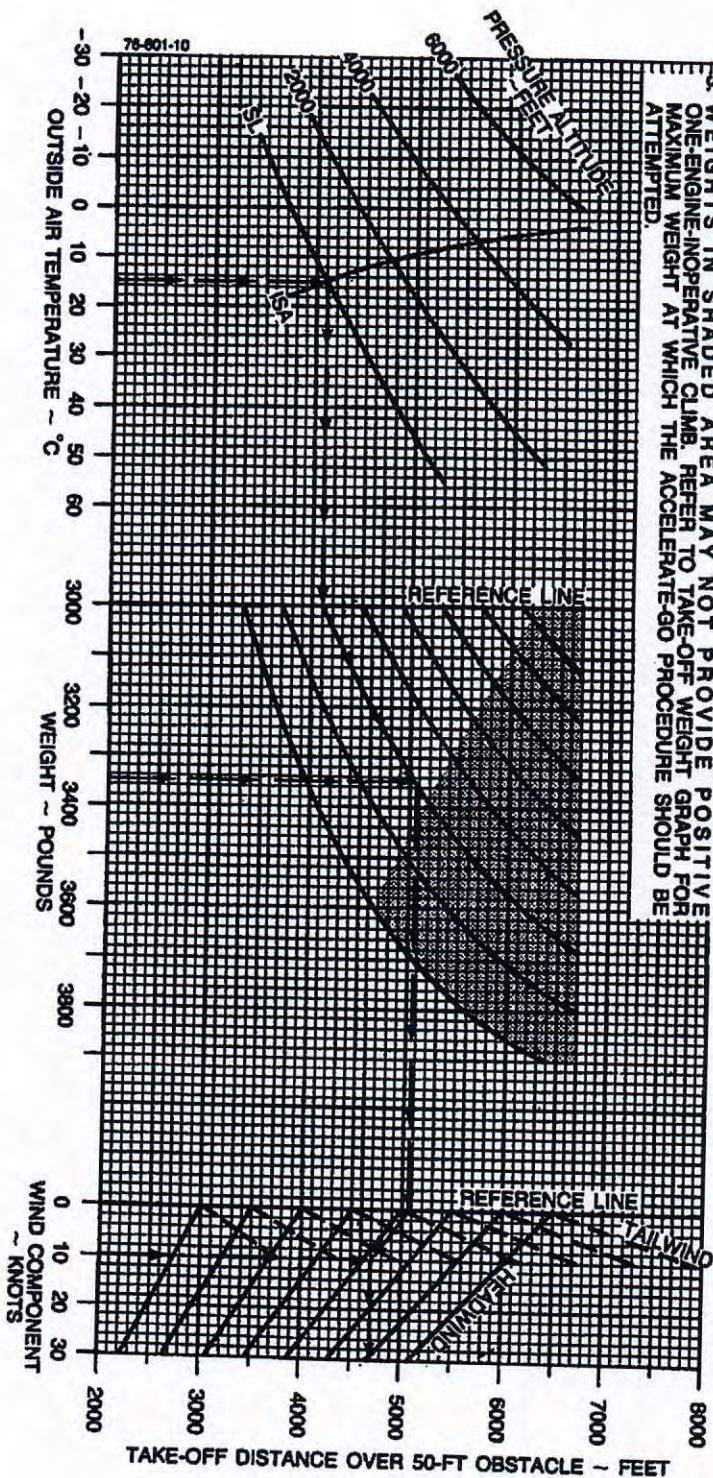
### ACCELERATE-GO DISTANCE

**ASSOCIATED CONDITIONS:**

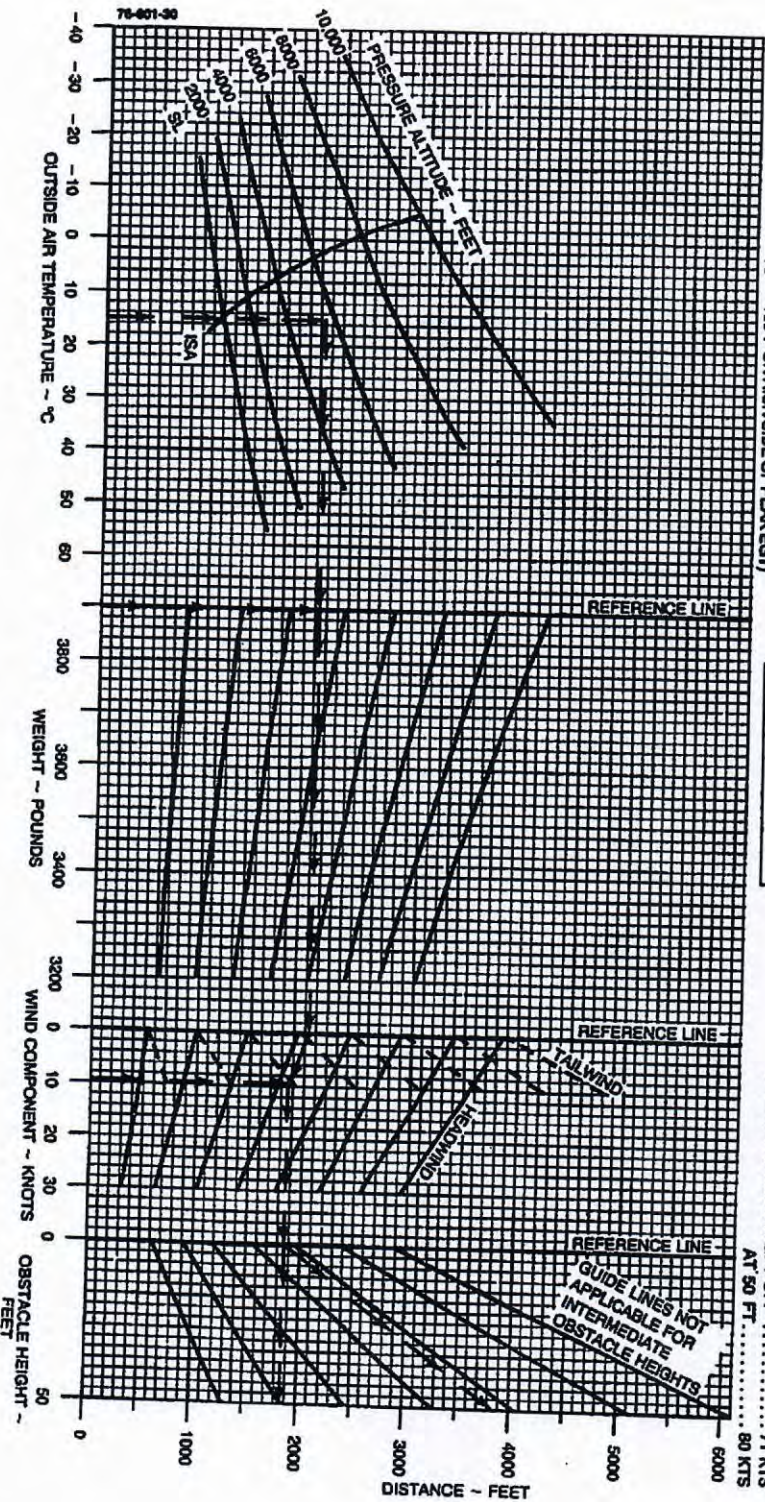
POWER ..... TAKE-OFF POWER AT 2700 RPM,  
 SET BEFORE BRAKE RELEASE.  
 FLAPS ..... UP  
 LANDING GEAR ..... RETRACT AFTER LIFT-OFF.  
 RUNWAY ..... PAVED, LEVEL, DRY SURFACE.  
 COM'L FLAPS ..... OPEN  
 MIXTURE ..... FULL RICH (ABOVE 5000 FT, SET TO  
 75-100°F ON RICH SIDE OF PEAK EGT)

TAKE-OFF SPEEDS (ALL WEIGHTS)	
LIFT-OFF	71 KNOTS
50 FT	80 KNOTS

**NOTE:** 1. GROUND ROLL DISTANCE IS 20% OF TAKE-OFF DISTANCE OVER 50-FT OBSTACLE.  
 2. DISTANCES ASSUME AN ENGINE FAILURE AT LIFT-OFF AND PROPELLER IMMEDIATELY FEATHERED.  
 3. WEIGHTS IN SHADED AREA MAY NOT PROVIDE POSITIVE ONE-ENGINE-INOPERATIVE CLIMB. REFER TO TAKE-OFF WEIGHT GRAPH FOR MAXIMUM WEIGHT AT WHICH THE ACCELERATE-GO PROCEDURE SHOULD BE ATTEMPTED.







**ASSOCIATED CONDITIONS:**

POWER ..... TAKE-OFF AT 2700 RPM SET BEFORE BRAKE RELEASE

FLAPS ..... UP

LANDING GEAR ..... RETRACT AFTER POSITIVE CLIMB ESTABLISHED

RUNWAY ..... SHORT, DRY GRASS, LEVEL SURFACE

COUL. FLAPS ..... OPEN

MIXTURE ..... FULL RICH (ABOVE 5000 FT LEAN TO 75° - 100°F ON RICH SIDE OF PEAK EGT)

TAKE-OFF SPEEDS (ALL WEIGHTS)	
LIFT-OFF 50 FEET	71 KNOTS
	80 KNOTS

**TAKE-OFF DISTANCE - GRASS SURFACE**

**EXAMPLE:**

OAT ..... 15°C

PRESSURE ALTITUDE ..... 5650 FT

TAKE-OFF WEIGHT ..... 3900 LBS

HEADWIND COMPONENT ..... 8.5 KTS

GROUND ROLL ..... 1850 FT

TOTAL DISTANCE OVER 50 FT OBSTACLE ..... 3650 FT

TAKE-OFF SPEED: AT LIFT-OFF ..... 71 KTS

AT 50 FT ..... 80 KTS

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**Section V Performance**

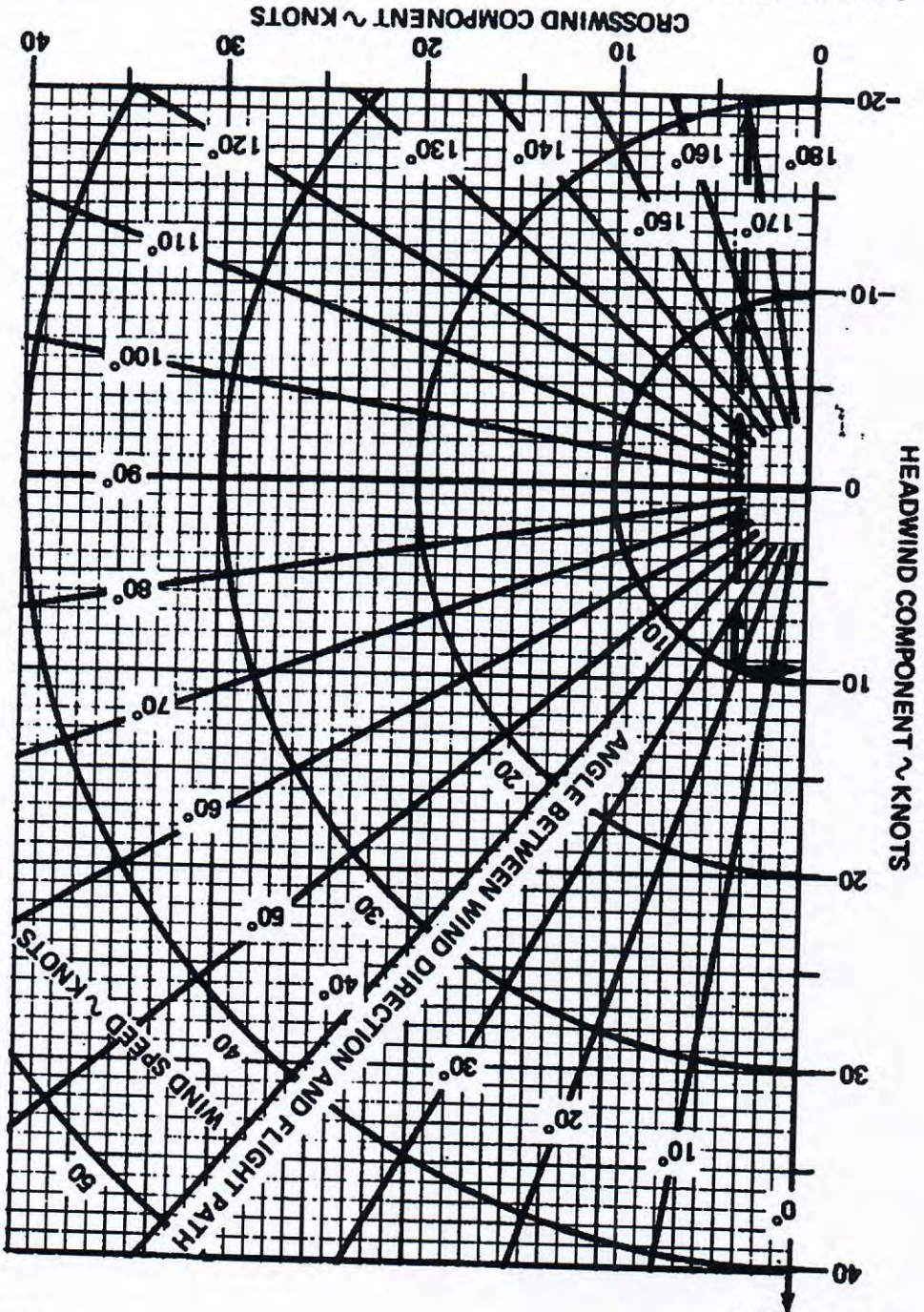


Section V  
Performance

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WIND COMPONENTS  
Demonstrated Crosswind is 25 kts

EXAMPLE:  
WIND SPEED 10 KNOTS  
ANGLE BETWEEN WIND DIRECTION AND FLIGHT PATH 20°  
HEADWIND COMPONENT 9.5 KNOTS  
CROSSWIND COMPONENT 3.5 KNOTS  
FLIGHT PATH





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**Section V  
Performance**

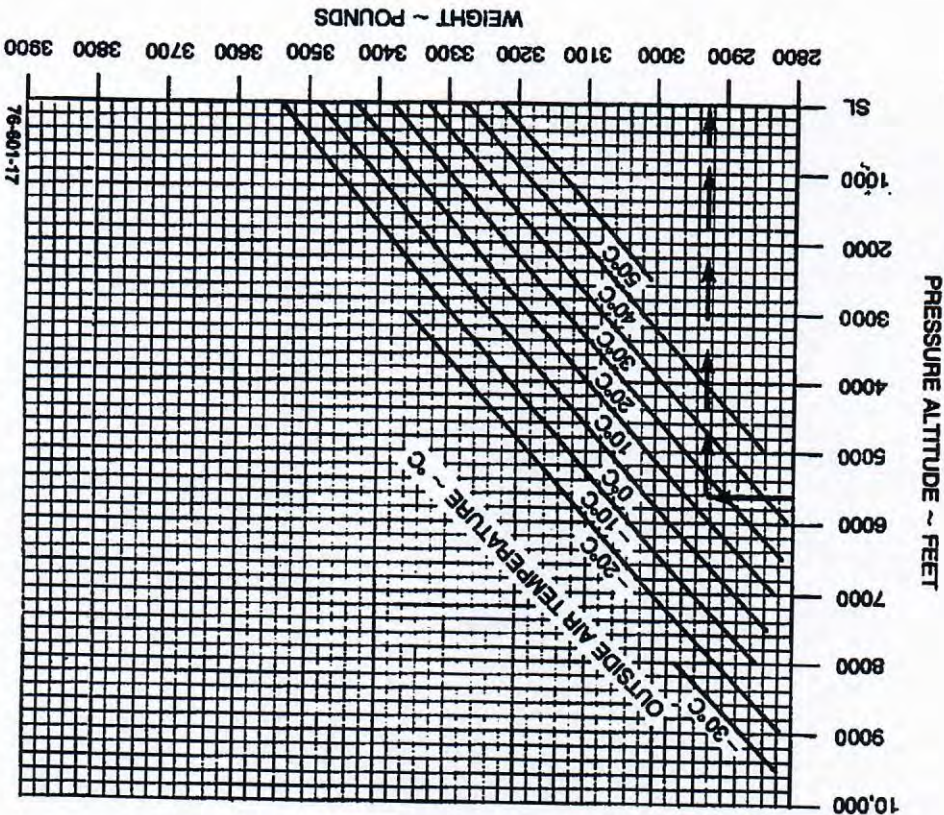
**TAKE-OFF WEIGHT  
TO ACHIEVE POSITIVE SINGLE ENGINE  
RATE OF CLIMB AT LIFT-OFF**

**ASSOCIATED CONDITIONS:**

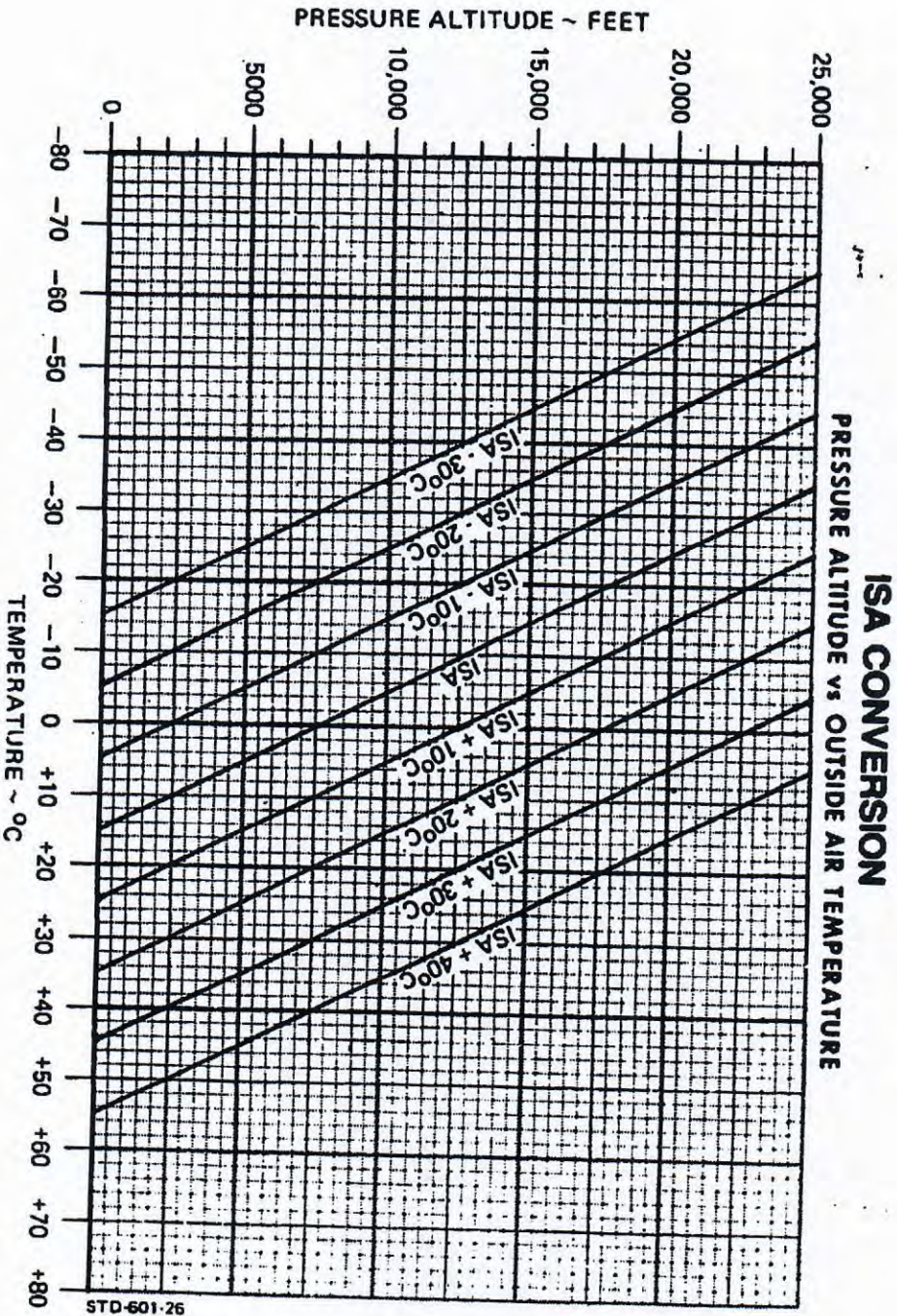
- AIRPLANE..... AIRBORNE
- POWER..... TAKE-OFF AT 2700 RPM
- FLAPS..... UP
- LANDING GEAR..... DOWN
- INOPERATIVE PROPELLER..... FEATHERED

**EXAMPLE:**

- PRESSURE ALTITUDE..... 5650 FT
- OAT..... 15°C
- TAKE-OFF WEIGHT..... 2925 LBS







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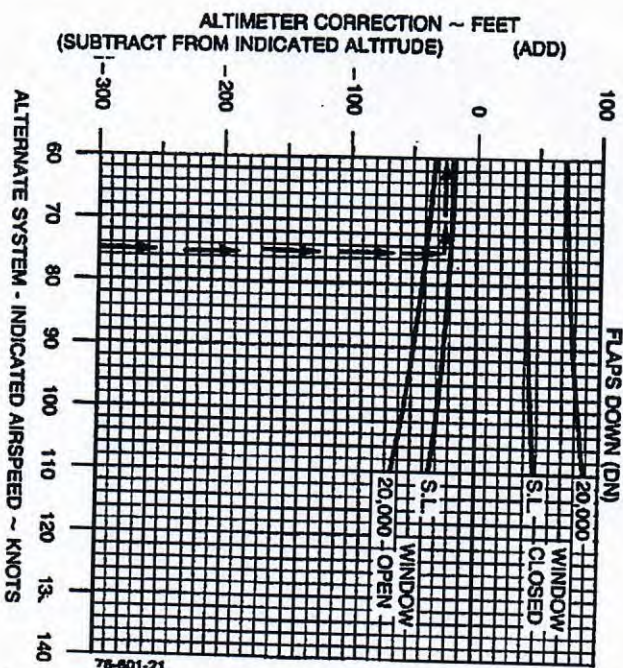
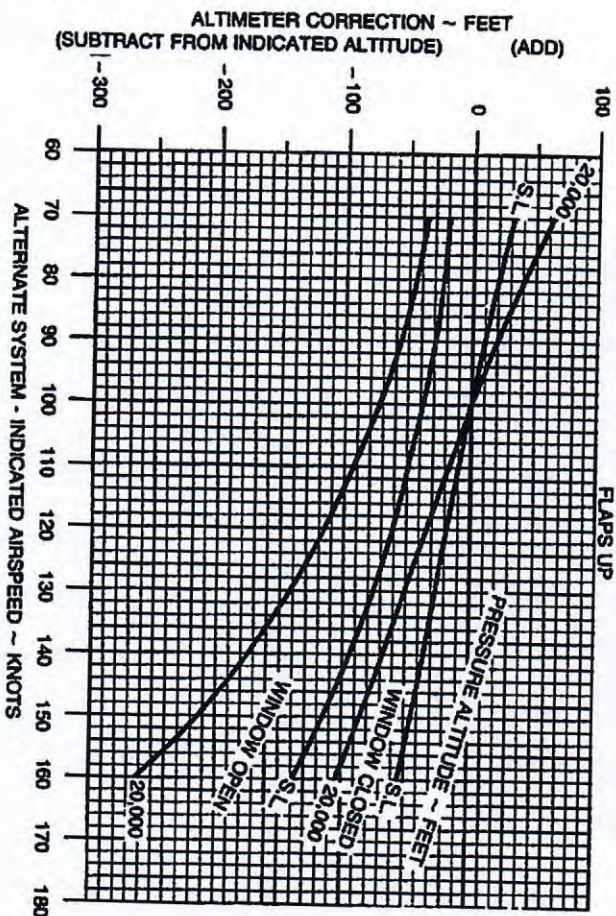
# ALTIMETER CORRECTION - ALTERNATE SYSTEM

EXAMPLE:

IAS..... 75 KTS  
 FLAPS..... DOWN (DN)  
 INDICATED PRESSURE ALTITUDE..... 4000 FT  
 STORM WINDOW..... OPEN

ALTIMETER CORRECTION..... - 25 FT  
 ACTUAL PRESSURE ALTITUDE..... 3975 FT

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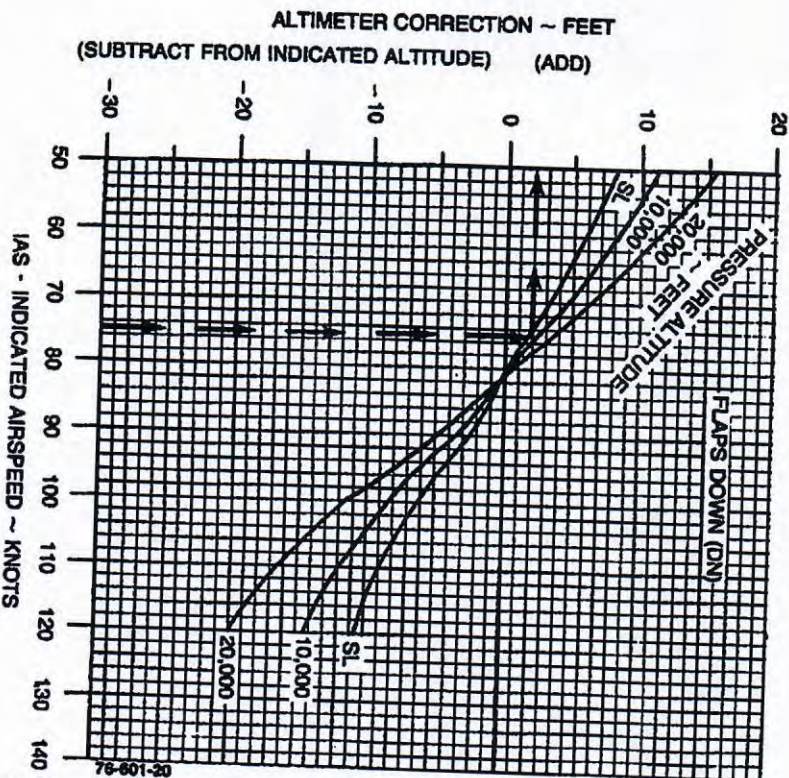
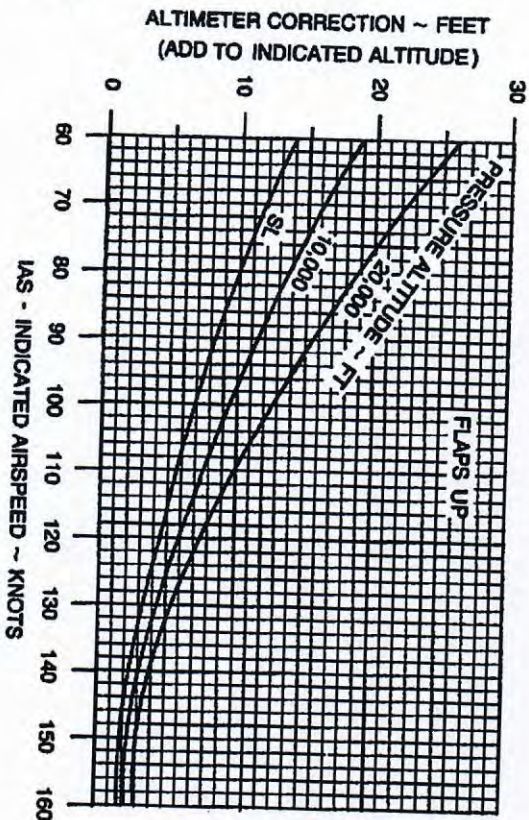
Section V  
 Performance



### ALTIMETER CORRECTION - NORMAL SYSTEM

EXAMPLE:

IAS ..... 75 KTS  
 FLAPS ..... DOWN (DN)  
 INDICATED PRESSURE ALTITUDE ..... 4000 FT  
 ALTIMETER CORRECTION ..... +2 FT  
 ACTUAL PRESSURE ALTITUDE ..... 4002 FT



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