

N206FG POWER/PERFORMANCE DATA SHEET

| | | FLAPS | MANIFOLD PRESSURE | PITCH SETTING (DEG) | PROP (RPM) | AIRSPEED (KIAS) | VSI (FPM) |
|----------|-------------------------|-------|-------------------|---------------------|------------|-----------------|-----------|
| CLIMB | DEPARTURE | 10 | 39 | +5.0 | 2500 | 69 | 900 |
| CRUISE | CLIMB | 0 | 30 | +2.5 | 2400 | 89 | 700 |
| | NORMAL | 0 | 30 | 0 | 2200 | 135 | 0 |
| | DESCENT | 0 | 23 | +1.0 | | 140 | -600 |
| APPROACH | LEVEL | 10 | 20 | 0 | | 105 | 0 |
| | DESCENT (PRECISION) | 10 | 16 | -2.5 | | 105 | -500 |
| | DESCENT (NON-PRECISION) | 10 | 14 | -2.5 | | 105 | -700 |

NOTES:

1. NORMAL T/O: 39", MAX RPM, 20 DEG FLAPS, COWL FLAPS OPEN (SLOWLY INCREASE PWR)
2. LET IT FLY ITSELF OFF GROUND, ESPECIALLY IF OPERATING NEAR GROSS WT
3. AFTER 400 AGL, FLAPS TO 10 DEG (85 KTS) AND THEN 0 DEG (95 KTS)
4. GO TO "TOP OF THE GREEN" (30", 2400 RPM, 20 GPH) AFTER FLAPS ARE CLEANED UP
5. NEARING CRUISE ALT, LEVEL NOSE; CLOSE COWL FLAPS; TWO CRANKS OF TRIM
6. AFTER A FEW MIN WITH COWL FLAPS CLOSED, CAREFULLY LEAN (IF NEC) TO 1550 TIT (ABOUT 19 GPH)
7. AFTER LEANING, REDUCE RPM TO 2200 AND THEN REDUCE MP BACK TO 30"
8. MONITOR ENGINE TEMPS (TIT ~1550, CHT < 390, Oil Temp < 200)
9. INITIAL DESCENT: MP TO 28", THEN GRADUALLY (2"/MIN), WHILE SLOWLY INCREASING RPM BACK TO MAX)
10. REACH IAF (OR PATTERN ALT) AT 20" WITH 10 DEG OF FLAPS (<140 KTS FOR 10 DEG)

GENERAL: 310 HP ARE A LOT OF PONIES. CONTROL INPUTS (ENGINE, TRIM, FLAPS) SHOULD BE SLOW/SMOOTH FOR BEST OPERATION (AVOIDS TURBOCHARGER OVERBOOST, SHOCK COOLING/HEATING, OVER/UNDER SHOOTING, ETC.)

AIRSPPEEDS

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|---------------------|------------------|-----------------|
| Stall | V_{so} 59 | |
| Best Angle of Climb | V_x 69 | |
| Best Rate of Climb | V_y 89 | |
| Flap Extended, 10 | $V_{fe,10}$ 140 | |
| Flap Extended, 20+ | $V_{fe,20+}$ 100 | |
| Best Glide | $V_{L/D}$ 80-70 | (Heavy - Light) |
| Maneuver | V_a 125-106 | (Heavy - Light) |