VAN'S AIRCRAFT

RV-14/14A

N992RB

Specifications, Checklists, & Procedures

Rev 1.6d • April 2020

Please return to John Newkirk • (303) 898-1186

Registration No. N992RB
Aircraft Model ..... Van's RV-14A
Serial No. 140308
Model Year 2017
Built by ..... R. K. Brown & Van's Aircraft, Inc.
Wingspan ..... 27 ft
Length ..... 21 ft 1 in
Height ..... 8 ft 2 in
Engine Model ..... Lycoming YIO-390-A3B6
Engine Type ..... 4-cylinder Fuel Injected
Horsepower 210

Avionics :

- Garmin G3X Touch (x2)
- Garmin GTN 750 NAV/COMM/GPS/MFD
- Garmin GMA 245 Audio Panel/GTR 20 COM 2 Radio
- Garmin G5 Backup Electronic Flight Instrument
- Garmin GMC 307 Autopilot
- Garmin GTX 45R transponder with ADS-B in/out

Additional Equipment :

Reiff engine & sump preheater • Heated pitot tube • 1 Slick magneto/1 E-Mag

NUMBERS FOR SAFE OPERATION

Empty Weight ..... 1300 lbs
Max Gross Weight ..... 2050 lbs
Fuel Capacity (100LL) ..... 50.8 gallons
Max Usable Fuel ..... 50.7 gallons
Max Full Fuel Payload ..... 450 lbs

V_{S0} Stall (Full Flaps) ..... 51 kts
V_{S1} Stall (No Flaps) ..... 62 kts
V_{LOF} Liftoff Speed (Partial Flaps) ..... 60 kts
V_X Best Angle of Climb ..... 70 kts
V_Y Best Rate of Climb ..... 95 kts
V_{CC} Cruise Climb (CHTs under 400°) ..... 120 kts
V_{FE1} Max Partial Flaps Extended Speed ..... 110 kts
V_{FE2} Max Full Flaps Extended Speed ..... 100 kts
V_A Maneuvering Speed @ 2,050 lbs ..... 130 kts
V_A Maneuvering Speed @ 1,900 lbs ..... 147 kts
V_{NO} Max Structural Cruise Speed ..... 156 kts
V_{NE} Never Exceed Speed ..... 200 kts
V_G Best Glide ..... 95 kts

Max Demonstrated Crosswind ..... 20 kts
Max Load ..... +6.0 g / -3.0 g
Aerobatics ..... Avoid above 1900 lbs
General Pattern Speeds :
Downwind (Partial Flaps) ..... 90 kts
Base ..... 80 kts
Final (Full Flaps) ..... 70 kts

Max Engine Speed ..... 2700 RPM
Max Oil Temperature ..... 235° (optimal < 200°)
Max CHT ..... 475° (optimal < 435°)

PREFLIGHT INSPECTION

Plexiglass Canopy ..... Clean
Exterior Gust Locks .....Remove

WHILE SITTING IN COCKPIT

Ignition Switch ..... OFF
Electrical Switches ..... OFF
Mixture..... Idle cut-off
SD Cards in G3X/GTN750.....Installed
Master Switch.....ON
Circuit Breakers ..... Check In
Nav/Strobe Lights ..... Check Operation
Landing Light..... Check Operation
Flaps ..... Extend for Inspection
Flight Controls ..... Free and correct
Fuel Indicators .....Sufficient fuel for intended flight
Fuel Selector ..... FULLEST TANK (R or L)
G3X/GTN750 Fuel Computer .....Verify fuel quantity
Elevator Trim ..... Set for Takeoff
Master Switch..... OFF
Documentation.....On board
Baggage and Cargo.....Secure

EXTERIOR

Right Cowling.....Secure
Right NACA Vent ..... Clear
Oil Door ..... Open
Oil Quantity..... 6 - 7 qts (add 1 qt @ 5.5)
Dipstick.....Secure
Engine Heater.....Unplugged
Engine Condition.....Check
Oil Door .....Close
Engine Air Inlets ..... Clear of Obstructions
Propeller and Spinner.....Check Condition
Nose Wheel Chalk.....Remove
Tires .....Check Condition
Brakes and Lines.....Check
Landing Gear Legs .....Check
Left Cowl Area .....Secure
- NACA Vent ..... Clear
- Left Wing Leading Edge.....Check
- Fuel Vent .....Check
- Fuel Drain ..... Drain and Inspect Sample
- Fuel Tank .....Check Quantity
- Fuel Cap .....Secure

Pitot Tube ..... Remove cover and check condition
Stall Warning Vane .....Check
Landing Light.....Check Condition
Tie Down .....Remove
Wing Tip and Lights ..... Check Condition
Aileron Surface & Hinges .....Check
Flap Surface & Hinges.....Check
Left Fuselage .....Check

TAIL SECTION

Elevator & Rudder ..... Check surfaces & movement
Rudder Cables .....Check
Hinges .....Check
Stabilizers .....Check
Strobe/Nav Light.....Check
Rear Tie Down .....Remove

RIGHT SECTION

Right Fuselage .....Check
All Antennas.....Check
Static Air Port .....Check
Flap Surface & Hinges.....Check
Aileron Surface & Hinges .....Check
Wing Tip and Lights ..... Check Condition
Landing Light.....Check Condition
Wing Leading Edge .....Check
Tie Down .....Remove
Fuel Vent .....Check
Fuel Drain..... Drain and Inspect Sample
Fuel Tank.....Check Quantity
Fuel Cap.....Secure
NACA Vent ..... Clear

GENERAL

Ensure that both wings and other external surfaces are free from frost, ice, and snow.

If extended flight above 12,500 ft is anticipated, ensure oxygen tank and cannula(s) are functional and within easy reach during flight.

STARTUP AND TAXI

BEFORE STARTING ENGINE

Preflight Inspection ..... Complete
Passenger Briefing ..... Complete
Parachute (if applicable) ..... Snug and Secure
Seat Belt and Flight Helmet ..... ON
Canopy ..... CLOSED
Avionics Master Switch ..... OFF
Backup Batt Switch ..... ON
Fuel Selector ..... R or L (Fullest Tank)
Fuses ..... Check IN
Proper Fuel Quantity in EFIS ..... SET

STARTING COLD ENGINE

Propeller ..... Forward
Propeller Area ..... CLEAR
Master & Alternator Switch ..... ON
Mixture ..... Idle Cut-off
Throttle ..... Open 1/2 inch
Fuel Pump ..... ON
Mixture ..... RICH for 3 - 5 seconds then IDLE cut-off
Fuel Pump ..... OFF
Starter ..... Engage

After Engine Catches :

Mixture ..... ENRICH
Ignition Switch ..... BOTH

After Engine Starts :

Throttle ..... 1000 RPM
Lights ..... As Required
Oil & Fuel Pressure ..... Check
Avionics Master Switch ..... ON
Volts & Amps ..... Check

HOT START

Mixture ..... Idle Cut-off
Throttle ..... Crack
Starter ..... Engage
Mixture ..... Advance Slowly
until engine runs smoothly
Fuel Pump ..... ON if rough

FLOODED ENGINE

Mixture ..... Idle Cut-off
Throttle ..... FULL OPEN
Starter ..... Engage
Mixture ..... Advance Slowly upon Start

AFTER ENGINE STARTS

Ignition Switch ..... Both
Throttle ..... 1000 RPM
Lights ..... As Required
Oil Pressure ..... Check
Fuel Pressure ..... Check
Avionics Master Switch ..... ON

WARMUP & TAXI

Throttle ..... 1000 - 1200 RPM
Alternator Switch ..... Verify ON
Volts/Amps ..... Check Charging
Flaps ..... Fully Retracted
Control Stick ..... As required by wind
Taxi Area ..... Clear
Throttle ..... Apply Slowly
Brakes ..... Check
Steering ..... Check

FLIGHT

BEFORE TAKEOFF

Canopy ..... Closed and latched
Seat Belts ..... Fastened
Annunciators ..... Check
Flight Controls ..... Free and Correct
Brakes ..... HOLD
Throttle ..... 1800 RPM
Mixture ..... Set (per field elevation)
Ignition Switch R & L ..... Check for alternating fault lights and no roughness.
Approx. 150 RPM Δ between Emag & normal
Ignition Backup ..... EMERGENCY w/ Key RIGHT
Engine runs same
Back to NORMAL, Key : BOTH
Engine Instruments ..... Check
Ammeter ..... Check
Propeller ..... Cycle 3x/Return to Full Forward
Throttle ..... Check idle then return to 1000 RPM
Flight and Nav Instruments ..... Check and Set
Heading Bug ..... Set to Runway Heading
Altitude Bug ..... Set to 1000' AGL
Fuel Selector ..... FULLEST TANK (R or L)
Ignition Switch ..... Recheck BOTH
Elevator Trim ..... Set for Takeoff
Lights & Strobes ..... As Required
Transponder & Other Avionics ..... ON
Noise Cancelling Headset ..... ON
Brakes ..... Release
Flaps ..... Partial (one click)
Electric Fuel Pump ..... On

FLIGHT (cont'd)

TAKEOFF

Propeller ..... Full Forward
Throttle..... Slowly Move to Full Open

Accelerate to 60 KIAS ; maintain directional control

Control Stick .....Gentle Back Pressure
Establish climb..... 70 V_x or 95 V_y
Flaps ..... Retract

CLIMB

At 1000' AGL :

Electric Fuel Pump..... OFF
Landing Lights ..... OFF
Propeller ..... < 2500 RPM
Throttle..... < 25 inches MP
Cruise Climb Speed..... ≈ 120 KIAS
Trim..... Adjust
Mixture.....Lean to obtain best power
Cylinder Head Temperature..... < 435°
Oil Temperature..... < 210°

CRUISE

Electric Fuel Pump.....Check OFF
Propeller & Throttle .....Set as desired per Table I
Mixture.....Set per CHT and EGT indicators
Optimum Cylinder Head Temperature ..... < 435°
Optimum Oil Temperature ..... ≈ 180°
CHT & EGT .....Monitor
Oil Pressure & Temperature .....Monitor
Volts & Ammeter.....Monitor
Fuel Tanks .....Alternate between R & L as required

FLIGHT (cont'd)

DESCENT

Altimeter ..... Set
Throttle ..... Reduce as Required
Trim ..... Set for desired airspeed/descent rate
Mixture ..... Enrich as Required

NORMAL LANDING PREP

Wind Direction ..... VERIFY via Wind Sock, etc
Fuel Selector ..... FULLEST TANK
Mixture ..... ENRICH
Seat Belts ..... Fastened
Landing Light ..... ON or PULSE
Throttle ..... As Required
Propeller ..... Slowly move FULL FORWARD
Flaps ..... Partial @ 110 KIAS
Full @ 100 KIAS

General Pattern Speeds :

Downwind (Partial Flaps) ..... 90 KIAS
Base ..... 80 KIAS
Final Approach (Full Flaps) ..... 70 KIAS

Elevator trim ..... Adjust
Electric Fuel Pump ..... ON

GUSTY or CROSSWIND LANDING

Speed ..... Add ≈ 5 knots to final approach speed
On short final either :

- Use ailerons to keep upwind wing low and rudder to hold runway alignment.
- Crab aircraft into the wind then use rudder to straighten aircraft just before touchdown.

Flaps ..... RETRACT after touchdown

FLIGHT (cont'd)

GO-AROUND

Throttle.....FULL POWER
Propeller .....FULL FORWARD
Airspeed..... Accelerate to 70 KIAS
Flaps .....Retract
Trim for Best Climb..... As Required

POST-LANDING SHUTDOWN

Flaps ..... Retracted
Electric Fuel Pump..... OFF

Taxi to parking, then :

Throttle.....1000 RPM
Avionics Master Switch..... OFF
Mixture..... Idle Cut-off
Ignition Switch ..... OFF
Lights & Electrical Equipment..... OFF
Master/ALT Switches ..... OFF
Backup Batt Switch ..... OFF

SECURING AIRCRAFT

Fuel Selector ..... OFF
NACA Vents.....Close
Keys (if aircraft hangared) ..... Place on Fuel Selector
Control Stick .....Secure with Front Seatbelt
Wheel Chalk(s).....In Place
Exterior Gust Locks .....In Place
Wing & Tail Tiedowns.....Secure
Cowl Intake Plugs/Pitot Cover.....In Place
Canopy .....Closed and Latched
Canopy Cover/Cowl Blanket (as needed).....In Place

EMERGENCY PROCEDURES

In any emergency situation, priority #1 is to MAINTAIN CONTROL of the aircraft.

BEST GLIDE
Flaps UP (2000 lbs) ..... 95 KIAS
STALL SPEEDS
Flaps DOWN ..... 51 KIAS
Flaps UP ..... 62 KIAS
MAX FULL FLAP EXTENSION ..... 100 KIAS
MAX MANEUVERING SPEED ..... 138 KIAS

ENGINE FIRE DURING START

Starter..... CRANK ENGINE
Continue to get a start that would suck the flames and accumulated fire into the engine.
If engine STARTS :
Power ..... 1700 RPM for a few minutes
Engine .....Shut down via mixture idle cut-off

Have a qualified technician thoroughly inspect the engine and airframe.

If engine FAILS TO START :
Mixture ..... Idle Cut-off
Throttle .....Closed
Fuel Selector ..... Off
Fuel Pump ..... Off
Master Switch ..... Off

If fire persists :
Fire Extinguisher.....Remove and use

ENGINE FAILURE DURING TAKEOFF

PRIOR TO LIFTOFF

Maintain directional control :

Throttle ..... Idle
Brakes ..... Apply as necessary
Wing Flaps ..... Retract
Mixture ..... Idle cut-off
Fuel Pump ..... Off
Ignition Switch ..... Off
Master Switch ..... Off

AFTER LIFT-OFF

Nose down to maintain safe airspeed > 70 KIAS

If sufficient runway remains, land straight ahead.

If insufficient runway remains :

- Do not turn back to runway unless > 1000 ft AGL
- Full flaps if possible to reduce touchdown speed
- Use shallow turns to avoid obstacles

If altitude is sufficient to attempt a restart :

Maintain safe airspeed
Fuel selector ..... SWITCH TANKS
Fuel Pump ..... ON
Mixture ..... RICH
ALT AIR Knob ..... Pull Out
Ignition Switch ..... BOTH
Ignition Backup Battery ..... ON
Starter ..... ENGAGE

ENGINE FAILURE DURING TAKEOFF (cont'd)

If restart is unsuccessful, when landing is assured :

Ignition Switch ..... OFF
Master Switch ..... OFF
Fuel Selector ..... OFF
Seat Belts ..... FASTENED
Canopy ..... UNLATCH
Touchdown..... LOWEST POSSIBLE SPEED

LOSS OF ENGINE POWER IN FLIGHT

IF AT LOW ALTITUDE :

Airspeed ..... MAINTAIN SAFE ≥ 70 KIAS

IF ALTITUDE PERMITS :

Airspeed (best glide)..... MAINTAIN 95 KIAS
Fuel Selector ..... SWITCH TANKS
Mixture ..... FULL RICH
Fuel Pump ..... ON
Ignition Backup Battery ..... ON
Ignition Switch ..... BOTH
ALT AIR Knob ..... Pull Out
Engine Instruments .....Check for indication of cause of engine power loss (low oil pressure, fuel pressure, etc)
Starter .....Engage (if prop not windmilling)

If power is not restored enough to sustain level flight, prepare for an emergency landing without engine power as described on the next page.

EMERGENCY LANDING WITHOUT ENGINE POWER

Locate Suitable Field

NOTE

Glide distance (in no wind conditions) is ≈ 1.7 nm for every 1,000 feet of altitude

Maintain Safe Airspeed ..... ≥ 70 KIAS
Propeller .....FULL BACK
Seat Belts .....Tight and Secure

If practical, establish a spiral pattern above the selected landing field. Fly a normal downwind approach, 1000' AGL abeam the desired landing point, noting any obstacles. Plan your initial approach for the middle of the field.

When landing area is assured :

Airspeed ..... ≥ 70 KIAS
Flaps ..... Maximum practical
Ignition Switch ..... OFF
Fuel Selector ..... OFF
Master Switch ..... OFF
Canopy ..... Unlatch
Obstacles ..... Avoid
Touchdown .....Lowest possible airspeed
ELT .....Activate

If time permits, check GPS or charts for airports in the immediate vicinity. If possible, notify your difficulty and intentions by radio on frequency 121.50 and/or squawk 7700.

PRECAUTIONARY LANDING WITH ENGINE POWER

Fuel Selector ..... FULLEST TANK
Mixture ..... SET
Seat Belts ..... Fastened
Flaps ..... FULL
Maximum flap extended speed ..... 100 KIAS
Trim ..... As required
Speed ..... ≥ 70 KIAS
Stall speed with full flaps is ≈ 51 KIAS

If time permits, check GPS or charts for airports in the immediate vicinity.

If possible and if you're in contact Air Traffic Control (or another aircraft), notify your difficulty and intentions by radio on frequency 121.50 and/or squawk 7700 as appropriate.

Fly a normal downwind approach 1000' AGL abeam the desired landing area noting any obstacles, traffic, power lines, or the like. Land as soon as practical and do not assume a go-around is possible.

FIRE IN FLIGHT

Source of Fire ..... Locate

ELECTRICAL FIRE

Master switch ..... OFF
NACA Vents ..... Open
Canopy ..... Unlatch

If source of fire is located and it is safe and practical :
Fire Extinguisher ..... Activate
Land as soon as possible

If fire has been extinguished and electrical power is essential for continuation of the flight to nearest suitable airport or landing area :

All electrical switches ..... Off
Avionics master switch and avionics ..... Off
Circuit breakers ..... Check for faulty circuit

If any breakers are out, note circuits and do not reset or use equipment powered by these circuits.

Master switch ..... On
Avionics master switch ..... On
Avionics and electrical switches..... On, one at a time, with a delay after each. to ensure that problem does not reoccur.

CAUTION : If the above procedures do not fully contain smoke/fire, the alternator circuit breaker may be pulled. If this is pulled and there has been an internal alternator failure, it is unlikely you will be able to recover alternator use until alternator is replaced.

FIRE IN FLIGHT (cont'd)

ENGINE FIRE

Fuel selector ..... OFF
Throttle ..... Idle
Mixture ..... Idle cut-off
Fuel pump..... Off
Cabin Heaters ..... Off
Airspeed .....Maintain highest possible within limitations

Proceed with emergency descent and emergency landing without engine power.

LOSS OF OIL PRESSURE

Land as soon as practical and investigate the cause. Prepare for emergency landing without engine power (page 16).

HIGH OIL TEMPERATURE

Airspeed..... Increase
Power.....Reduce as much as possible
Mixture..... Enrich

Land as soon as practical and investigate the cause. Prepare for emergency landing without engine power (page 16).

EMERGENCY DESCENT

WARNING

DO NOT EXCEED 200 KIAS IN SMOOTH AIR WITH FLAPS UP

DO NOT EXCEED 156 KIAS IN ROUGH AIR WITH FLAPS UP

DO NOT EXCEED 100 KIAS WITH FLAPS DOWN

Throttle..... Idle
Airspeed..... Do not exceed limitations

If a forced landing is imminent, Squawk 7700 and announce intentions on 121.50 while noting locations of nearby airports, civilization, roads, rivers, and other potential sources of assistance after landing.

Prepare for emergency landing without engine power (page 16).

EMERGENCY AIRCRAFT ABANDONMENT

WITH OCCUPANTS WEARING PERSONAL PARACHUTES

Throttle ..... Idle
Ignition Switch ..... Off
Transponder.....SQUAWK 7700

- AIRSPEED AS SLOW AS PRACTICAL
- UNLATCH CANOPY
- ACTIVATE EMERGENCY CANOPY JETTISON HANDLE BY REMOVING SAFETY PIN AND PULLING FIRMLY
- UNLATCH SEATBELTS AND UNPLUG HEADSET
- EXIT AIRCRAFT
- ACTIVATE PERSONAL PARACHUTE BY PULLING RIPCORD HANDLE
- STEER PARACHUTE TO SAFE LANDING ZONE USING ONLY <u>ONE HANDLE AT A TIME</u>

ALTERNATOR FAILURE

Alternator output failure may be indicated by the low voltage annunciator illuminating or zero charging. The alternator circuit breaker may also trip. Output failure may be the result of a mechanical failure of the alternator or breaking of the alternator belt.

Battery master switch..... Off
Circuit breakers .....Check in
G3X electrical indicators .....Review

If the alternator drive belt failure is NOT obvious and NO circuit breakers are out :

Battery master switch .....On

If drive belt failure is obvious, the circuit breaker is out, or electrical power is NOT restored, determine what electrical equipment is essential to continue the flight and :

Battery master switch .....On
Electrical load.....Reduce

Battery Voltage .....Monitor
Flight .....Terminate as soon as practical

CAUTION

If the alternator has an internal failure, it may need to be disconnected by pulling the Alternator circuit breaker. It is unlikely you will be able to recover any alternator use until alternator is replaced.

UNDERVOLTAGE

If the bus voltage drops to an unsatisfactorily low level, the undervoltage annunciator will illuminate. If this light is illuminated, you are supplementing electrical systems with battery power. If the light is on for extended periods, corrective action should be taken. For a short period (low RPM, high electrical demand) this may not require immediate corrective action.

Prolonged low engine RPM could be the cause of a low voltage situation. Increase engine RPM is possible, and/or reduce electrical load by switching off non-essential systems.

INADVERTENT SPIN

Aileron Control..... Neutral
Throttle.....Closed
Rudder.....Full opposite
(Opposite direction of spin)
Elevator .....Stick forward
(To break stall)
Elevator and Throttle .....As required
to resume level flight

If flaps were down, retract once a safe flying speed has been attained. Ensure that the flap speed (100 KIAS) is not exceeded.

INADVERTENT ENTRY INTO IMC

Autopilot Circuit Breaker(s) ..... Verify IN
Artificial Horizon..... Keep aircraft level
Push Autopilot LVL button


if necessary to level aircraft.
Heading Bug ..... Set 180° from current heading

If a 180° turn cannot be manually executed :
Autopilot ..... Hit ALT button, HDG button,
and finally the AP button.
Allow autopilot to turn aircraft around 180°
back into Visual Meteorological Conditions.

SPATIAL DISORIENTATION

Autopilot Servo Switch ..... Verify ON
Autopilot LVL Button .....Activate

Reorient and fly to Visual Meteorological Conditions.

INADVERTENT ICING ENCOUNTER

NOTE

Ice is especially prevalent if flying in clouds or visible moisture.

At first indication of encountering icing conditions :

Pitot tube heat ..... ON
Windshield defogger/heaters ..... ON
Throttle ..... FULL

Climb at maximum rate to produce as much heat as possible to aid in clearing the ice.

Fly toward warmer air, clear of visible moisture and/or descend to lower altitude (if safe to do so).

If condition persists, proceed with Emergency Descent (page 20) and prepare for Emergency Landing (page 16) with increased approach speed.

CAUTION

Ice accumulation on the wings and other airframe components will greatly increase the stall speed of the airplane and result in unpredictable flight characteristics.
Ice accumulation over engine induction air inlet can cause engine roughness and/or loss of power.
Ice formations on the propeller may cause severe propeller/engine vibrations.
Ice accumulation over the pitot tube may cause erroneous airspeed indications.
Ice build-up on the windshield will distort vision and probably obscure forward visibility

Table I - CRUISE PERFORMANCE

Altitude	MP	RPM	%HP	KIAS	KTAS	Fuel Flow	OAT (F)
2000	17.8	2400	55	136	136	8.7	33
2000	21.4	2400	65	150	150	10.3	33
2000	24.8	2400	75	162	162	12.0	33
3500	18.0	2400	55	132	136	8.5	28
3500	21.4	2400	65	149	155	10.2	28
3500	24.8	2400	75	165	168	12.0	28
5500	18.5	2400	55	135	146	9.2	40
5500	21.5	2400	65	147	159	10.6	40
5500	W-O-T 24.0	2400	72	157	170	12.0	40
7500	18.1	2400	55	137	154	7.9	38
7500	21.4	2400	65	152	168	9.6	38
7500	W-O-T 23.5	2400	71	156	175	12.0	38
9500	18.2	2400	55	136	157	8.9	33
9500	21.5	2400	65	149	171	11.0	33
9500	W-O-T 21.7	2400	66	149	171	12.0	33
11500	18.0	2400	55	132	157	10.5	27
11500	W-O-T 20.0	2400	61	138	164	12.0	27
13500	17.6	2400	55	131	162	11.0	20
13500	W-O-T 18.3	2400	57	133	164	12.0	20

Table II - CLIMB PERFORMANCE

N992RB

Climb Performance

KIAS	Time (secs.)	Time (mins.)	Feet/Min.
80	81	1.35	1481
90	65	1.08	1846
100	71	1.18	1690
110	78	1.30	1538
120	85	1.42	1412
140	101	1.68	1188
160	180	3.00	667

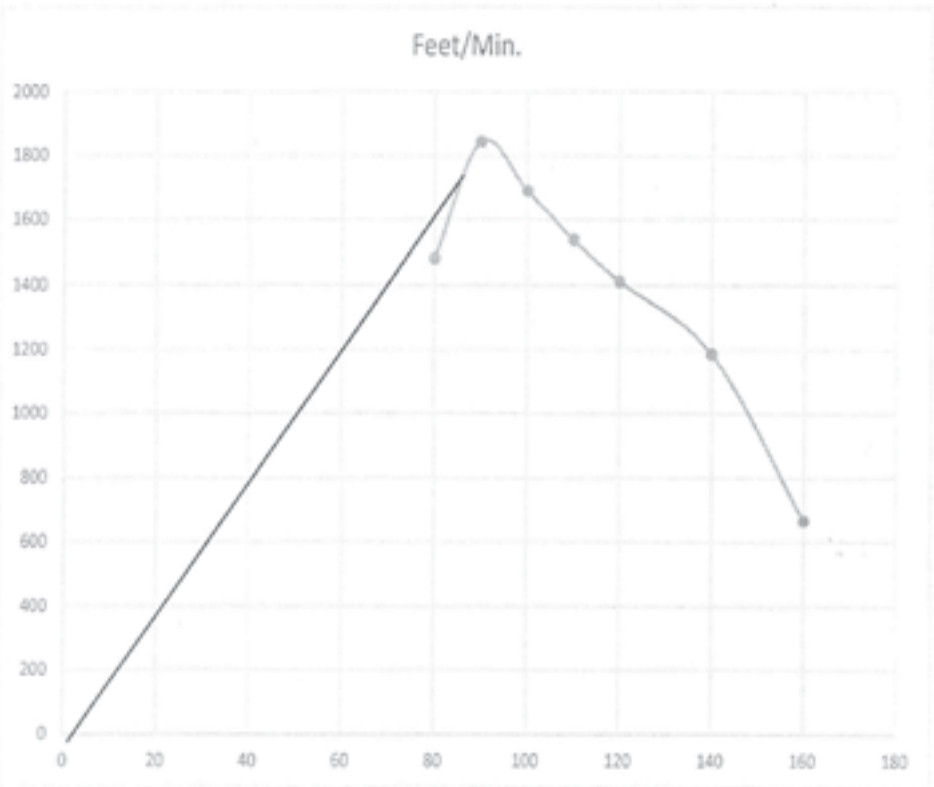
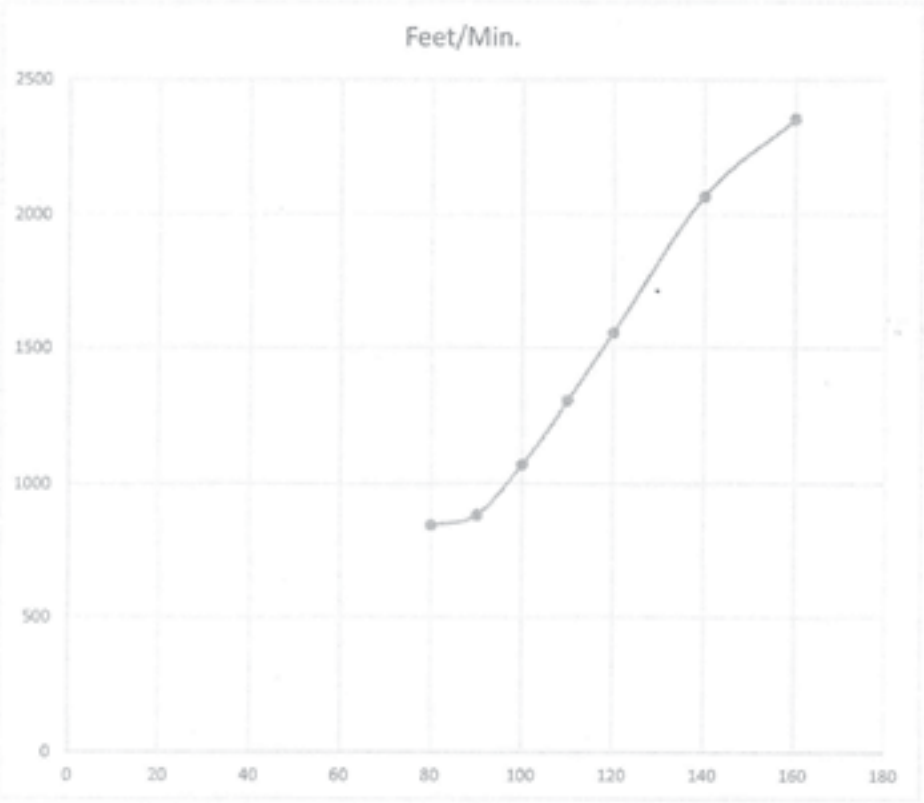


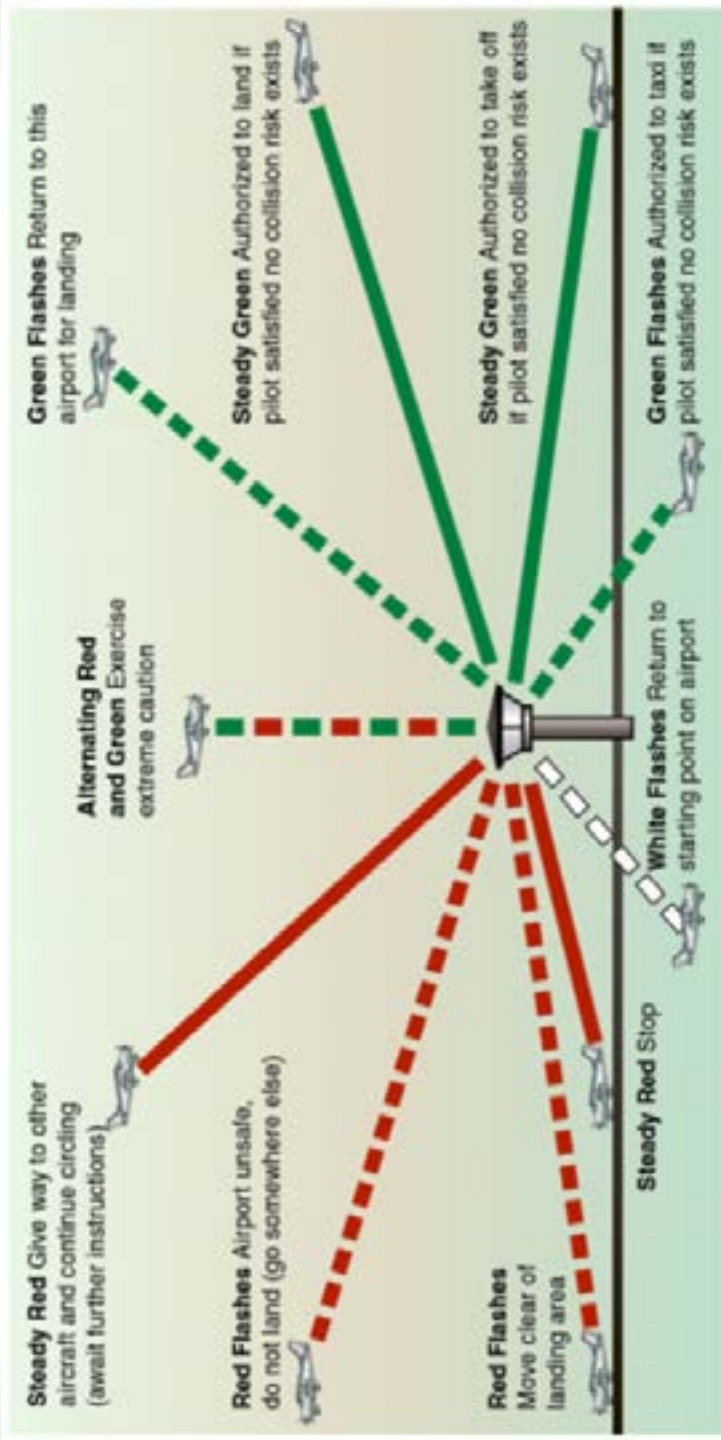
Table III - GLIDE PERFORMANCE

N992RB

Glide Performance

KIAS	Time (secs.)	Time (mins.)	Feet/Min.
80	142	2.37	845
90	136	2.27	882
100	112	1.87	1071
110	92	1.53	1304
120	77	1.28	1558
140	58	0.97	2069
160	51	0.85	2353





TRANSPONDER CODES

VFR 1200 • EMERGENCY 7700 • Radio Failure 7600 • Hostage 7500

NOTES and CLEARANCES