

SECTION 5 PERFORMANCE

5.1 GENERAL

All of the required (FAA regulations) and complementary performance information applicable to this aircraft is provided by this section.

Performance information associated with those optional systems and equipment which require handbook supplements is provided by Section 9 (Supplements).

5.3 INTRODUCTION - PERFORMANCE AND FLIGHT PLANNING

The performance information presented in this section is based on measured Flight Test Data corrected to I.C.A.O. standard day conditions and analytically expanded for the various parameters of weight, altitude, temperature, etc.

The performance charts are for the standard production aircraft configuration. The data is unfactored and does not make any allowance for varying degrees of pilot proficiency or mechanical deterioration of the aircraft. This performance, however, can be duplicated by following the stated procedures in a properly maintained airplane. Those aircraft equipped with 6.00 x 6 TIRE/WHEEL ASSEMBLIES will exhibit climb rates approximately 15 fpm lower than chart values and cruise speeds 2 to 3 knots below chart values. Range will be correspondingly decreased.

Effects of conditions not considered on the charts must be evaluated by the pilot, such as the effect of soft or grass runway surface on takeoff and landing performance, or the effect of winds aloft on cruise and range performance. Endurance can be grossly affected by improper leaning procedures, and inflight fuel flow and quantity checks are recommended.

REMEMBER! To get chart performance, follow the chart procedures.

The information provided by paragraph 5.5 (Flight Planning Example) outlines a detailed flight plan using the performance charts in this section. Each chart includes its own example to show how it is used.

WARNING

Performance information derived by extrapolation beyond the limits shown on the charts should not be used for flight planning purposes.

5.5 FLIGHT PLANNING EXAMPLE**(a) Aircraft Loading**

The first step in planning a flight is to calculate the airplane weight and center of gravity by utilizing the information provided by Section 6 (Weight and Balance) of this handbook.

The basic empty weight for the airplane as licensed at the factory has been entered in Figure 6-7. If any alterations to the airplane have been made affecting weight and balance, refer to the aircraft logbook and Weight and Balance Record (Figure 6-9) to determine the current basic empty weight of the airplane.

Use the Weight and Balance Loading Form (Figure 6-13) and the C.G. Range and Weight graph (Figure 6-17) to determine the total weight of the airplane and the center of gravity position.

After proper utilization of the information provided, the following weights are to be considered in the flight planning example.

The landing weight cannot be determined until the weight of the fuel to be used has been established [refer to item (g) (1)].

(1) Basic Empty Weight	1144 lbs.
(2) Occupants (2 x 170 lbs.)	340 lbs.
(3) Baggage and Cargo	0 lbs.
(4) Fuel (6 lb/gal x 30)	180 lbs.
(5) Takeoff Weight	1664 lbs.
(6) Landing Weight	
(a)(5) minus (g)(1), (1664 lbs. minus 99.9 lbs.)	1564.1 lbs.

The takeoff weight is below the maximum of 1670 lbs. and the weight and balance calculations have determined that the C.G. position is within the approved limits.

(b) Takeoff and Landing

Now that the aircraft loading has been determined, all aspects of takeoff and landing must be considered.

All of the existing conditions at the departure and destination airport must be acquired, evaluated and maintained throughout the flight.

Apply the departure airport conditions and takeoff weight to the appropriate Takeoff Performance graph (Figures 5-5 and 5-7 or 5-9 and 5-11) to determine the length of runway necessary for the takeoff and/or the barrier distance.

The landing distance calculations are performed in the same manner using the existing conditions at the destination airport and, when established, the landing weight.

The conditions and calculations for the example flight are listed below. The takeoff and landing distances required for the example flight have fallen well below the available runway lengths.

	Departure Airport	Destination Airport
(1) Pressure Altitude	1100 ft.	800 ft.
(2) Temperature	8°C	13°C
(3) Wind Component	10 KTS (Headwind)	2 KTS (Tailwind)
(4) Runway Length Available	4800 ft.	7600 ft.
(5) Runway Required	1320 ft.*	1600**

NOTE

The remainder of the performance charts used in this flight plan example assume a no wind condition. The effect of winds aloft must be considered by the pilot when computing climb, cruise and descent performance.

*reference Figure 5-7
**reference Figure 5-37

(c) Climb

The next step in the flight plan is to determine the necessary climb segment components.

The desired cruise pressure altitude and corresponding cruise outside air temperature values are the first variables to be considered in determining the climb components from the Fuel, Time and Distance to Climb graph (Figure 5-15). After the fuel, time and distance for the cruise pressure altitude and outside air temperature values have been established, apply the existing conditions at the departure field to graph (Figure 5-15). Now, subtract the values obtained from the graph for the field of departure conditions from those for the cruise pressure altitude.

The remaining values are the true fuel, time and distance components for the climb segment of the flight plan corrected for field pressure altitude and temperature.

The following values were determined from the above instructions in our flight planning example.

(1) Cruise Pressure Altitude	3300 ft.
(2) Cruise OAT	3°C
(3) Time to Climb (4 min. minus 1 min.)	3 min.
(4) Distance to Climb (5 miles minus 1 mile)	4 miles*
(5) Fuel to Climb (.6 gal. minus .2 gal.)	.4 gal.*

(d) Descent

The descent data will be determined prior to the cruise data to provide the descent distance for establishing the total cruise distance.

Utilizing the cruise pressure altitude and OAT, determine the basic fuel, time and distance for descent (Figure 5-31). These figures must be adjusted for the field pressure altitude and temperature at the destination airport. To find the necessary adjustment values, use the existing pressure altitude and temperature conditions at the

*reference Figure 5-15

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destination airport as variables to find the fuel, time and distance values from the graph (Figure 5-31). Now, subtract the values obtained from the field conditions from the values obtained from the cruise conditions to find the true fuel, time and distance values needed for the flight plan.

The values obtained by proper utilization of the graphs for the descent segment of our example are shown below.

(1) Time to Descend (3.5 min. minus 1 min.)	2.5 min.*
(2) Distance to Descend (7 miles minus 2 miles)	5 miles*
(3) Fuel to Descend (.25 gal. minus .1 gal.)	.15 gal.*

(e) Cruise

Using the total distance to be traveled during the flight, subtract the previously calculated distance to climb and distance to descend to establish the total cruise distance. Refer to Figure 5-17 when selecting the cruise power setting. The established pressure altitude and temperature values and the selected cruise power should now be utilized to determine the true airspeed from the Speed Power graph (Figures 5-19 or 5-21).

Calculate the cruise fuel flow for the cruise power setting from the information provided in Figures 5-19 or 5-21.

The cruise time is found by dividing the cruise distance by the cruise speed, and the cruise fuel is found by multiplying the cruise fuel flow by the cruise time.

The cruise calculations established for the cruise segment of the flight planning example are as follows:

(1) Total Distance	300 miles
(2) Cruise Distance (e)(1) minus (c)(4) minus (d)(2), (300 miles minus 4 miles minus 5 miles)	291 miles
(3) Cruise Power, Best Economy Mixture	65% rated power

*reference Figure 5-31

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(4) Cruise Speed	88.5 KTS TAS*
(5) Cruise Fuel	4.9 GPH
(6) Cruise Time (c)(2) divided by (e)(4), (291 miles divided by 88.5 KTS)	3.29 hrs.
(7) Cruise Fuel (c)(5) multiplied by (e)(6), (4.9 GHP multiplied by 3.29 hrs.)	16.1 gal.

(f) Total Flight Time

The total flight time is determined by adding the time to climb, the time to descend and the cruise time. Remember! The time values taken from the climb and descent graphs are in minutes and must be converted to hours before adding them to the cruise time.

The following flight time is required for the flight planning example.

(1) Total Flight Time (c)(3) plus (d)(1) plus (e)(6), (.05 hrs. plus .04 hrs. plus 3.29 hrs.)	3.38 hrs.
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(g) Total Fuel Required

Determine the total fuel required by adding the fuel to climb, the fuel to descend and the cruise fuel. When the total fuel (in gallons) is determined, multiply this value by 6 lb/gal to determine the total fuel weight used for the flight.

The total fuel calculations for the example flight plan are shown below.

(1) Total Fuel Required (c)(5) plus (d)(3) plus (e)(7), (.4 gal. plus .15 gal. plus 16.1 gal.)	16.65 gal.
(16.65 gal. multiplied by 6 lb/gal.)	99.9 lbs.

*reference Figure 5-21

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5.7 PERFORMANCE GRAPHS

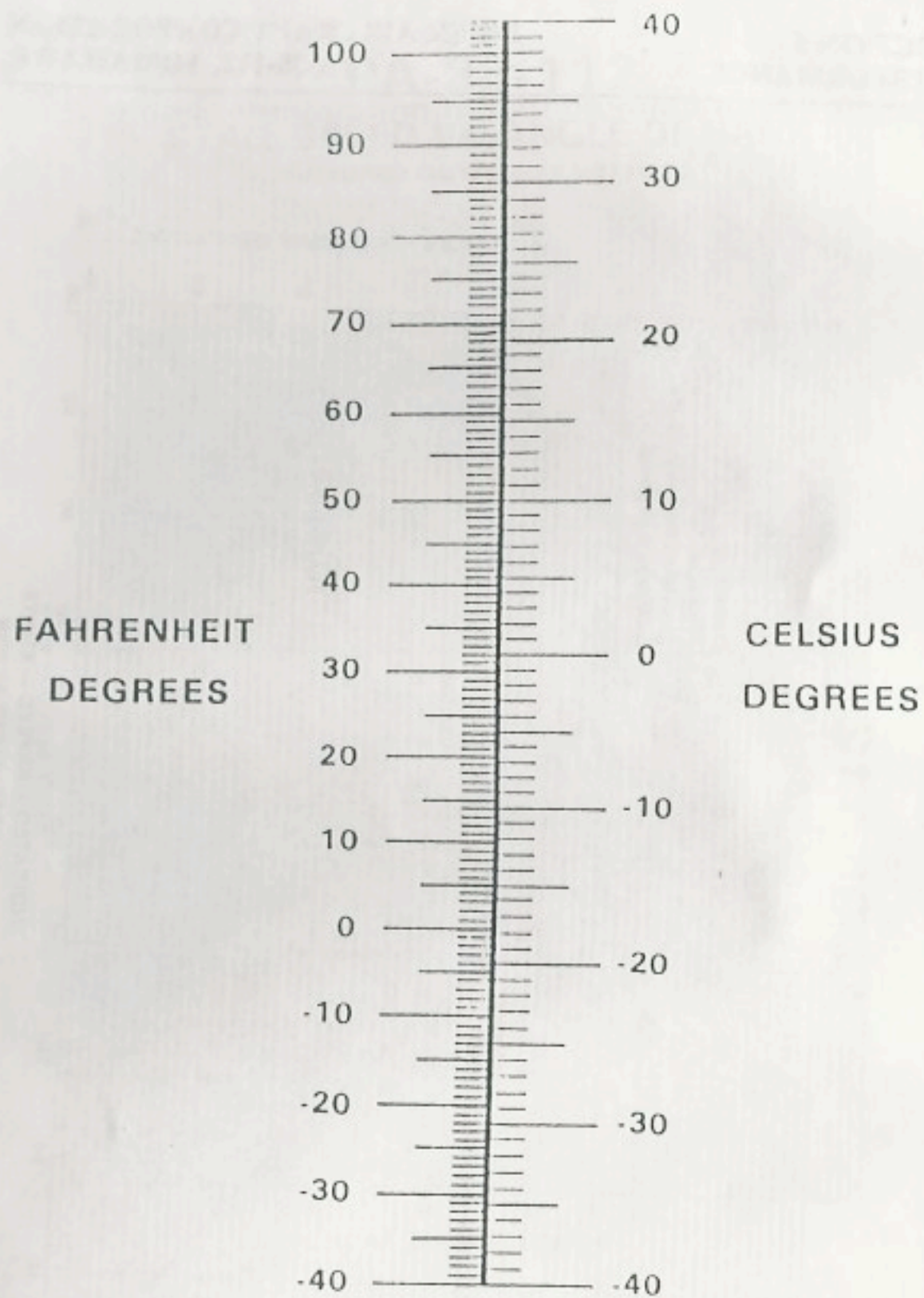
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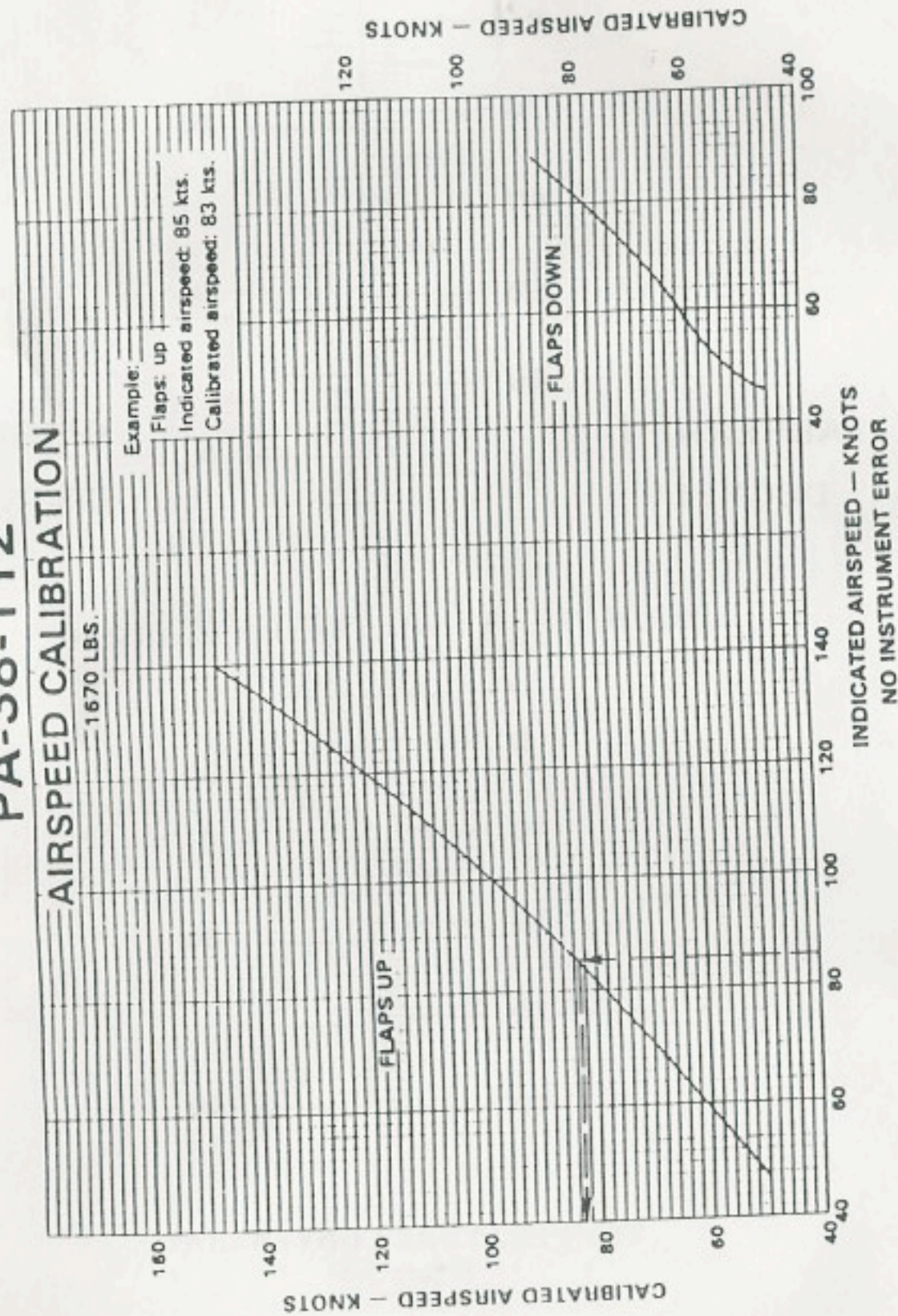
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TEMPERATURE CONVERSION
Figure 5-1

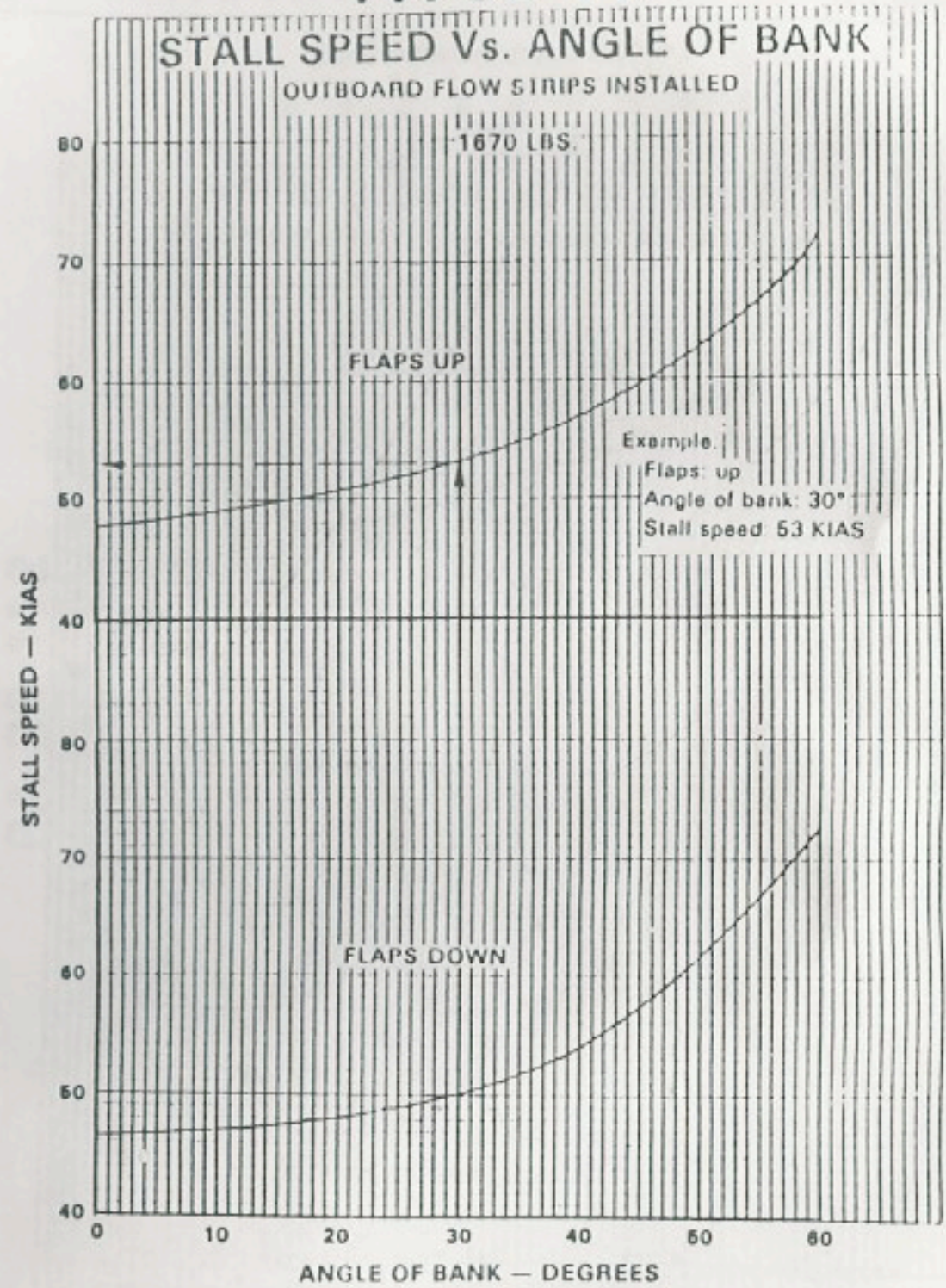
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AIRSPEED CALIBRATION
Figure 5-1a

ISSUED: JUNE 6, 1979

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STALL SPEED VS. ANGLE OF BANK
(OUTBOARD FLOW STRIPS INSTALLED)

Figure 5-2

ISSUED: JANUARY 20, 1978
REVISED: DECEMBER 18, 1978

REPORT: 2126
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