

T.O. 1T-29A-1CL-1

PILOTS'

ABBREVIATED FLIGHT CREW CHECKLIST

CONTRACTS AF41(608)-27335, F41608-73-D-5415

THE USE OF THIS CHECKLIST BY A BASIC CREW OF TWO, PILOT (P) AND COPILOT (CP), IS AUTHORIZED ONLY UPON APPROVAL BY THE MAJOR COMMAND AS ESSENTIAL FOR MISSION ACCOMPLISHMENT. WHEN USED BY A TWO MAN CREW, THOSE ITEMS DESIGNATED FOR THE FLIGHT ENGINEER (FE) ACTION WILL BE ACCOMPLISHED BY THE COPILOT OR AS DIRECTED BY THE PILOT.

USAF SERIES

T-29A, B, C & D

**CHANGE
NOTICE**

LATEST CHANGED PAGES SUPERSEDE
THE SAME PAGES OF PREVIOUS DATE

Insert changed pages into basic
publication. Destroy superseded pages.

Commanders are responsible for bringing this checklist to the attention of all personnel cleared for operation of the aircraft.

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INTRODUCTION

In accordance with AFR 60-9, the flight crew is required to use this checklist when operating the airplane. It is not mandatory to refer directly to this checklist when its use is impractical; in such cases, the crew member shall memorize all line items in sequence prior to accomplishment. The line items in this checklist correspond to the line items in the amplified procedures in the Flight Manual, but are not intended to replace them. Refer to the Introduction in the Flight Manual (including introductory portions of Sections II and III) for additional information.

COMMENTS AND QUESTIONS

Direct any comments or questions through your Aircrew Standardization/Evaluation channels to SAAMA (MMEAFA), Kelly AFB, Texas 78241.

AIRPLANE DESIGNATION CODE

Line items not applicable to all airplane models are coded as follows:

T-29A **A** ;T-29B **B** ;T-29C **C** ;T-29D **D**

**T-29A ABBREVIATED CHECKLIST
(NORMAL PROCEDURES)
TABLE OF CONTENTS**

INTERIOR INSPECTION	N-4
EXTERIOR INSPECTION	N-5
BEFORE STARTING ENGINES	N-6
STARTING ENGINES	N-7
BEFORE TAXIING	N-8
TAXIING	N-8
ENGINE RUNUP	N-8
BEFORE TAKEOFF	N-10
LINEUP	N-10
AFTER TAKEOFF — CLIMB	N-11
CRUISE	N-11
DESCENT	N-12
BEFORE LANDING	N-12
LANDING	N-13
AFTER LANDING	N-13
ENGINE SHUTDOWN	N-14
BEFORE LEAVING AIRPLANE	N-15
PASSENGER BRIEFING	N-16

Note

- **THRU-FLIGHT checklist.** The thru-flight checklist may be accomplished when the airplane is assigned missions which require intermediate stops by the same flight crew and no maintenance is performed during these stops. Thru-flight checklist items are indicated by an asterisk (*). These items must be accomplished during an intermediate stop or after completion of engine runup by a qualified crew member. The remaining items may be accomplished at the discretion of the pilot. All items under BEFORE TAKEOFF and subsequent checks must be accomplished for all flights.
- **TRAFFIC PATTERN checklist.** When remaining in a closed traffic pattern, the landing crew briefing should be accomplished for each pattern, and only those items indicated by the symbol ▲ need be accomplished. These items constitute the TRAFFIC PATTERN checklist and when performed eliminate the requirement for the CRUISE checklist and DESCENT checklist Phases I and II.
- Checklist items may be performed before, but not later than, the point indicated in

each checklist. After a checklist is initiated, any change in aircraft configuration or delay of checklist accomplishment that would jeopardize safety of flight requires reaccomplishment of the checklist. Accomplishment of each item will be indicated by the proper response. If no response is given for a particular item, stop and demand a response before continuing. Capital letters indicate the crew member making the response. Lower case letters indicate the crew member assisting in the check. Certain portions of the After Takeoff and Descent checklists may be accomplished silently (shaded area) by the flight engineer at the discretion of the pilot. The nomenclature (P), (CP), and (FE) used hereafter will refer to pilot, copilot, and flight engineer. The flight engineer will read the checklist, and perform such duties as indicated, as well as those directed by the pilot. The duties of the flight engineer will be performed by the copilot or as directed by the pilot when a minimum crew of two is used. Upon completion of each checklist, the flight engineer will advise the pilot that the checklist called for has been completed.

T. O. 1T-29A-1CL-1

- HQ USAF (AFOMORO) letter, 28 Oct 69, "Utilization of Flight Engineer (A435XO)" names all aircraft that require a Flight Engineer (A435XO) as a crew member. T-29/C-131 aircraft are not listed as Flight Engineer aircraft but will now be authorized a Flight Mechanic (A431XO/1). Since the words Flight Engineer or the letters "FE" now occur throughout the entire flight manual, no attempt will be made to change over to Flight Mechanic or FM until the next revision of the flight manual.
- Coordinated checks. Certain items in the checklist that are accomplished by the copilot or flight engineer require coordination with the pilot. These items are indicated by a circle around the number of the item (e.g., ①).

INTERIOR INSPECTION

1. Form 781 — Checked
2. Fuel Controls — Normal
3. Alarm Bell — Checked
4. Ignition — Off
5. Battery (Propellers Clear) — Checked and as required
6. External Power — As required
7. Alternator Selector — As required
8. Load Monitor — Override
9. Gear Lever — Down and Locked
10. Hydraulic Bypass — Down
11. Trim Tabs — Zero
- 11A. Flight Controls — Checked
12. Nacelle Flaps — Climatic
13. Oil Coolers — Auto
14. Emergency Air Press. — Checked
15. Static Selectors — Static and Safetied
16. Pitot Heat — Climatic

CABIN

1. Latitude Correction Knob — Off **C D**
2. Ballast and Survival Equipment — Checked
3. Galley Equipment — Checked
4. Battery and External Power — As required

EXTERIOR INSPECTION

1. Pitot Covers — Removed
2. Nose Gear Pin — Removed
3. Static Ports — Clear
4. Right Main Gear Pin — Removed
5. Landing Gear Safety Switch — Checked
6. Left Main Gear Pin — Removed
7. Static Ports — Clear
8. Crew and Passenger Briefing, Personal Equipment — Checked

BEFORE STARTING ENGINES

- *1. Aircraft Inspection Form 781 — Completed (P)
- 2. Publications — Checked (P-CP)
- *3. Gear Pins and Pitot Covers — Stowed (FE)
- *4. Safety Belts — Fastened (P-CP)
- 5. Smoke/Oxygen Masks — Checked (ALL)
- *6. Battery — As required (FE)
- *7. APP/External Power — On (FE-CP)
- *8. Circuit Breakers — Checked (P-CP-FE)
- *9. Generators — As required (FE)
- *10. Inverters — Checked and Main (FE)
- *11. Command Radio — On (CP)
- 12. Throttles — Set (P)
- 13. Autopilot — OFF (P)
- 14. Propellers — High Lights (P)
- *15. Carburetor Heat — Cold (P)
- 16. Mixtures — Off (P)
- 17. Water Injection — OFF (P)
- 18. Blowers — Low (P)
- 19. Alternator Selector — Normal (P)
- 20. Alternators — Off (P)
- 21. Reverse Override — Out (P)
- *22. Hydraulic Pressure — Checked (2000 psi min.) (CP)
- *23. Parking Brake — Reset (P)
- 24. Fire Detector — Checked (CP)
- 25. Pilot's Console — Checked (P)

- 26. Augmentor Vanes — Checked and Trail (CP-fe)
- *27. Copilot's Console — Checked (CP)
- *28. Fuel, Oil, and Water Quantity — Checked (CP)
- *29. Seat Belt and No Smoking Signs — On (FE)
- *30. Engine Instruments — Checked (P-CP)
- *31. Passenger Briefing — Completed (P)
- *32. Before Starting Engines Checklist — Completed (FE)

STARTING ENGINES

- *1. Aft Doors — Closed (FE)
- *2. Props & Fire Guard — Clear/Posted (P-CP)
- *3. Left Engine — Start (P)
- *4. APP/External Power — OFF/Removed and Clear (FE-CP)
- *5. Battery — On (CP)
- *6. Door — Closed (Designated)
- *7. Hydraulic Pressure Gage — Checked (CP)
- *8. Door Warning Light — Out (FE)
- *9. Engine Analyzer — On (FE)
- *10. Fire Guard — Posted (CP)
- *11. Right Engine — Start (CP)
- *12. Engine Start Selector — OFF (FE)
- *13. Right Generator — ON (FE)
- *14. Cabin Compressor and AG System — Checked (CP) **B C D**
- *15. Starting Engines Checklist — Completed (FE)

BEFORE TAXIING

- *1. Cabin Heat and Vent Switch — Normal (CP)
- *2. Fire Detection System — Checked (CP)
- *3. IFF/SIF — Standby (CP)
- *4. Radios — As required (CP-p)
- 5. Interphone — As Required (P)
- *6. Alarm Bell — Checked (P) **A B C**
- 7. Carburetor Heat — Checked (FE)
- *8. Radio Call — Completed (CP)
- *9. Altimeter and Clocks — Set (P-CP)
- *10. Flight Instruments — Set (P-CP)
- *11. Ignition Grounding — Checked (FE)
- *12. Chocks — Removed (P-CP)
- *13. Before Taxiing Checklist — Completed (FE)

TAXIING

- *1. Brakes — Checked (P)
- *2. Turn-Slip and Heading Indicators — Checked (P-CP)
- *3. Taxiing Checklist — Completed (FE)

ENGINE RUNUP

- *1. Nose Wheel and Parking Brake — Centered and Set (P)
- 2. Manifold Press. Lines — Drained (P)

T.O. 1T-29A-1CL-1

- *3. Engine Temperatures and Pressures — Within Limits (P)
- *4. Mixtures — Auto Rich (P)
- *5. RPM — 1500 (P)
- 6. Generators — Checked (FE)
- *7. Propellers — Exercised (P)
- 8. Propeller Blade Switches — Checked (FE)
- 9. Propellers Reverse — Checked (P-fe)
- *10. Load Monitor — Normal (FE)
- *11. Alternators — On (FE)
- *12. Engine Power — Checked (P-fe)
- *13. Alternator — Checked (FE)
- *14. Ignition System — Checked (FE)
- 15. Blower — Checked (P)
- 16. Water Injection System — Checked (P)
- 17. Autofeather System — Checked (P-fe)
- *18. Propeller Manual Feather — Checked (FE)
- *19. Remaining Engine — Checked (Repeat Steps 12 to 18 "Engine Power" Through "Prop Manual Feather")
- 20. Deleted.
- *21. Nav-Comm Radios/Instrument Selector Switch — Checked & Set (P-cp)
- *22. Engine Runup Checklist — Completed (FE)

BEFORE TAKEOFF

1. Circuit Breakers — Checked (FE)
- ② Carburetor Heat — Climatic (FE)
3. Autofeather — ON (P)
4. Propellers — High Lights (P)
5. Blowers — Low (P)
6. Trim Tabs — Set (P)
- ⑦ Wing Flaps — Set For Takeoff (FE)
8. Fuel Boost Pumps — On (FE)
- ⑨ Anti-Icing and De-Icing Equipment — Climatic (CP)
10. Flight Controls — Checked (P)
11. Safety Belt — Fastened (P-CP-FE)
12. Crew Briefing — Completed (P)
13. Before Takeoff Checklist — Completed (FE)

LINEUP

1. Nacelle Flaps — Mid-Position (FE-P-CP)
2. Windows — Locked (P-CP)
3. Deleted
4. Pitot Heat — Climatic (CP)
5. Mixtures — Auto Rich (CP)
6. Water Injection — As required (CP)
- ⑦ IFF — Set (CP)
8. Attitude and Heading Indicators — Checked (P-CP)
9. Lineup Checklist — Completed (FE)

AFTER TAKEOFF—CLIMB

- ▲① Landing Gear — Up (CP)
- ▲② Wing Flaps — Up (FE)
- ▲③ Power — Set (P-cp-fe)
- ▲ 4. Autofeather — Off (FE)
- ▲ 5. Water Injection — Off (FE)
- ▲ 6. Reverse Override Handles — In (FE)
- ▲ 7. Landing Lights — As required (FE)
- ▲7A. Cabin Pressurization — Check
(CP) ● B ● C ● D
- 8. Hydraulic Bypass — Up (FE)
- 9. Fuel Boost Pumps — As required (FE)
- 10. Engines and Wings — Checked (Designated)
- ⑪. Seat Belt and No Smoking Signs — As required (FE)
- 12. Engine Analyzer — Checked (FE)
- 13. After Takeoff — Climb Checklist — Completed (FE)

CRUISE

- 1. Cruise Power — Set (FE)
- 2. Nacelle Flaps — As required (FE)
- 3. Booster Pumps — As required (FE)
- 4. Cabin Pressurization — Check (CP)
- 5. Cruise Checklist — Completed (FE)

DESCENT

PHASE I

1. Crew and Passenger Briefing — Completed (P)
2. Trailing Antenna — In (Designated)
3. Hydraulic Fluid — Checked (FE)
4. Hydraulic Bypass — Down (FE)
5. Hydraulic and Air Pressure — Checked (FE)
6. Blowers — Low (FE)
- ⑦ Fuel Controls — Normal (FE)
8. Circuit Breakers — Checked (FE)
9. Engine Analyzer — Checked (FE)
10. Phase I Descent Checklist — Completed (FE)

PHASE II

1. Altimeter — Set (P-CP)
- 1A. Seat Belt and No Smoking Signs — On (FE)
2. Fuel Boost Pumps — On (FE)
3. Augmentor Vanes — Climatic (FE)
- ④ Mixtures — As required (FE)
5. Carburetor Heat — Climatic (FE-cp)
- 5A. Instrument Selector Switch — As required (P-cp)
6. Descent Checklist — Completed (FE)

BEFORE LANDING

1. Mixtures — Auto Rich (FE)
- 1A. Propellers — RPM 2400 (FE-cp)

T.O. 1T-29A-1CL-1

- ② Wing Flaps — Approach Setting (FE)
- ③ Landing Lights — As required (FE)
- ④ Landing Gear — Down and Locked (CP)
- ⑤ Water Injection — As required (FE)
6. Before Landing Checklist — Completed (FE)

LANDING

1. Landing Gear — Recheck Down and Locked (CP)
- ①A. Propellers — High Lights (FE-cp)
- ② Wing Flaps — Final Setting (FE)
3. Landing Checklist — Completed (FE)

AFTER LANDING

1. Wing Flaps — Up (FE)
- ② IFF — Off/Standby (FE)
- ③ Landing Lights — As required (FE)
4. Load Monitor — Override (FE)
5. Nacelle Flaps — Open (FE)
6. Fuel Boost Pumps — OFF (FE)
7. Augmentor Vanes — Trail (FE)
8. Water Injection — Off (FE)
9. Alternators — As required (FE)
10. Trim Tabs — Zero (FE)
11. Unnecessary Radios — As required (CP)
12. Anti-Ice and De-Ice — Off (CP)
- 12A. Pitot Heat — Off (CP)
13. Flight Controls — As required (P)
14. After Landing Checklist — Completed (FE)

ENGINE SHUTDOWN

1. Nose Wheel and Parking Brake — Centered and Set (P)
2. Window — Open (CP)
3. Throttles — RPM 1000 (P)
4. Ignition Grounding — Checked (FE)
5. Copilot's Console — Set (CP)
6. Right Mixture — Off (CP)
7. Right Ignition — Off (CP)
8. Deleted
- ⑨ Main Entrance Door — Open (Designated)
10. Left Mixture — Off (CP)
11. Left Ignition — Off (CP)
12. Radios — Off (CP)
13. Engine Analyzer — Off (FE)
14. Inverters — OFF (FE)
15. Chocks — In Place (P-CP)
- 15A. Fasten Seat Belt Sign — Off (FE)
16. Battery — As required (CP)
17. Engine Shutdown Checklist — Completed (FE)

BEFORE LEAVING AIRPLANE

1. Lights — As required (ALL)
2. Parking Brakes — As required (P)
3. Oil Dilution — As required (FE)
4. Form 781 — Completed (P)
5. Battery Switch — OFF (FE)
6. Gear Pins and Pitot Covers — In Place (FE)
7. Before Leaving Airplane Checklist —
Completed (FE)

PASSENGER BRIEFING

PREDEPARTURE

1. Briefing crew member's name.
2. Airplane commander's name.
3. Destination.
4. Flight altitude.
5. Estimated time enroute.
6. Demonstrate the use of oxygen equipment.
7. Demonstrate the use of parachutes (if applicable).
8. Smoking restrictions and wear of seat belts.
9. Indicate location of emergency equipment.
10. Describe procedures to be used during an inflight emergency.
11. Describe warning signals.
12. Precautions and restrictions to be observed.
13. Indicate location of emergency exits and explain their operation. Advise passengers of information cards.

OVERWATER

1. Describe applicable emergency equipment.
2. Describe ditching procedures.

ARRIVAL

1. Announce arrival time.
2. Caution passengers to observe seat belt and no smoking signs.
3. Provide any additional information as applicable.

**T-29A ABBREVIATED CHECKLIST
(EMERGENCY PROCEDURES)
TABLE OF CONTENTS**

GROUND OPERATIONS

HYDRAULIC SYSTEM FAILURE	E-2
ENGINE FIRE	E-3
FUEL PRESSURE DROP	E-3

INFLIGHT

ENGINE FAILURE OR ENGINE FIRE . .	E-4
CLEANUP	E-4
FUEL PRESSURE DROP	E-5
RESTARTING ENGINE	E-6
PROPELLER FAILURE	E-7
SMOKE AND FUMES	E-7
ELECTRICAL FIRE (UNDETERMINED SOURCE).	E-7
FUSELAGE FIRE	E-8
WING FIRE	E-8
BAILOUT	E-9
CRASH LANDING	E-9
DITCHING	E-10

LANDING

WITH ONE ENGINE INOPERATIVE . . .	E-11
HYDRAULIC SYSTEM FAILURE	E-12

Note

The urgency of certain emergencies requires immediate and instinctive action by the crew member. These checklist items are in bold print and will be memorized by the crew member. During an emergency, the pilot will call out the bold print items and the applicable crew member will take the necessary action. In emergencies involving engine shutdown, the pilot will indicate which engine to shut down. Following completion of the bold print items, the remaining portion of the checklist will be completed in its entirety, time permitting.

GROUND OPERATIONS

HYDRAULIC SYSTEM FAILURE

1. **HYDRAULIC BYPASS—UP** (FE)
2. **EMERGENCY HYDRAULIC PUMP—ON** (FE)
3. Brakes — As required (P)
- 3A. Main Entrance Door — Unlocked (FE)
4. Shut Down Both Engines (CP)
5. Gear Pins — Installed (FE)

ENGINE FIRE

1. **MIXTURE—OFF** (CP)
2. **FLUID HANDLE—PULL** (CP)
3. **FUEL VALVE—OFF** (FE)
4. **BOOST PUMP—OFF** (FE)
5. Deleted
6. **FIRE EXTINGUISHER—AS REQUIRED** (CP)
7. Ignition — OFF (FE)
- 7A. Main Entrance Door — Unlocked (FE)
8. Shut Down Other Engine (P)

FUEL PRESSURE DROP

1. Mixture — Off (CP)
2. Fluid Handle — Pull (CP)
3. Fuel Valve — Off (FE)
4. Fuel Boost Pump — Off (FE)
- 4A. Oil Cooler — Off (FE)
5. Heat and Vent — Shutoff (CP)
6. Fire Extinguisher — On (If Fire Exists)
(CP)
7. Ignition — Off (FE)
- 7A. Main Entrance Door Unlocked (FE)
8. Shut Down Other Engine (P)

INFLIGHT

ENGINE FAILURE OR ENGINE FIRE

ENGINE SHUTDOWN

1. **PROP—FEATHER** (CP)
2. **FLUID HANDLE—PULL** (CP)
3. **FIRE EXTINGUISHER—AS REQUIRED** (CP)

CLEANUP

- ① Mixture — Off (CP)
- ② Fuel Valve — Off (FE)
3. Boost Pump — Off (FE)
4. Nacelle Flaps — Closed (FE)
5. Feather Button — Check Normal (FE)
6. Manual Heat Anti-ice — Off (FE)
7. Generator — Off (FE)
- ⑧ Electrical Load — Minimum (FE)
- ⑨ Load Monitor — As required (FE)
10. Alternator — Off (FE)
- ⑪ Alternator Selector — As required (FE)
- ⑫ Ignition — Off (FE)
13. Throttle — Closed (CP)
14. Cabin Pressure — As required (CP) **B** **C** **D**
15. Engine Shutdown/Cleanup Checklist — Completed (FE)

FUEL PRESSURE DROP

ENGINE SHUTDOWN

1. Mixture — Off (CP)
2. Prop — Feather (CP)
3. Fluid Handle — Pull (CP)
4. Fire Extinguisher — As required (CP)
5. Oil Cooler — Off (FE)

RESTARTING ENGINE

1. Airspeed — 130 KIAS Maximum (P)
2. Mixture — Off (CP)
3. Throttle — Close (CP)
4. Prop — Low Light (CP)
5. Fluid Handle — In (CP)
6. Fuel Valve — On (FE)
- 6A. Starter — As required (P-CP)
- ⑦ Feather Button — Pull Out (P-CP)
8. RPM — 1200 (Stabilized) (P-CP)
9. Oil Pressure — Checked (FE)
10. Ignition — Both (FE)
11. Mixture — Auto Rich (CP)
12. Engine Instruments Checked (FE)
13. Nacelle Flaps — As required (FE)
14. Generator — On (FE)
15. Alternator — On (FE)
- 15A. Alternator Selector — As required (FE)
16. Manual Heat Anti-Ice — On (FE)
17. Load Monitor — Normal (FE)
18. Electrical Equipment — As required (P-CP)
19. Restarting Engine Checklist — Complete (FE)

PROPELLER FAILURE

RUNAWAY PROPELLER

1. **THROTTLE—RETARDED (P)**
2. **AIRSPED—AS REQUIRED (P)**
3. **PROP—FEATHER (CP)**

INADVERTENT PROPELLER REVERSAL

1. Throttle — Close (P)
2. Prop Reverse Circuit Breakers — Pull (FE)
3. Prop — Feather (CP)

SMOKE AND FUMES

1. Masks — On (All)

ELECTRICAL FIRE (UNDETERMINED SOURCE)

1. Designate Crew Member to Direct Fire Fighting (P)
- ② Cabin Pressure — Dump and Alternate Air Flow (CP) **B C D**
- 2A. Blowers — Low (CP)
3. RPM — METO Set (CP)
- 3A. Pilot's Turn and Slip Emergency Power Switch — Emergency (P)
4. Battery — Off (CP)
5. Generators — Off (CP)
6. Alternators — Off (CP)

7. Deleted
- ⑧. Circuit Breakers — As required (FE)
9. Battery — On (FE)
10. Generators — On (FE)
11. Alternators — On (FE)
- ⑫. Necessary Circuit Breakers — On, One at a time (FE)

FUSELAGE FIRE

1. Designate Crew Member to Direct Fire Fighting (P)
- ②. Cabin Pressure — Dump and Alternate Air Flow (CP) **B C D**
3. Load Monitor — Off (FE)
4. Heat and Vent — Shutoff (CP)
5. Reserve Oil Heat — Off (CP)

WING FIRE

1. Alert Crew (P)
2. Electrical Equipment To Wing — Off (CP-FE)
3. Manual Heat Anti-Ice Handle — Off (FE)
4. If Fire Is In Right Wing: **B C D**
 - a. AG Hydraulic System — Off (CP)
 - b. Pressurization Switch — Alternate Air Flow (CP)

BAILOUT

1. Alert Crew and Passengers (P)
2. Transmit Distress Signals — IFF/SIF
Emergency (CP)
3. Cabin Pressure — Dump and Alternate Air
Flow (CP) **B C D**
4. Airspeed — 120 KIAS (P)
5. Wing Flaps — 24° (CP)
6. Autopilot — ON: Altitude Control — OFF (P)
7. Rear Service Door — Unlock and Jettison
(Designated)
8. Give Bailout Signal (P)

CRASH LANDING

BEFORE APPROACH

1. Alert The Crew/Passengers (P)
2. Transmit Distress Signals IFF/SIF
Emergency (CP)
3. Cabin Pressure — Dump and Alternate Air
Flow (CP) **B C D**
4. Escape Hatches — Open (Designated)
5. Rear Service Door — Unlock
(Designated)
6. Loose Equipment — Secure Or Jettisoned
(Designated)
7. Order Seat Belts Fastened, No Smoking (P)
8. Crossfeed — Off (P)

APPROACH AND CONTACT

- ① Landing Gear — As required (CP)
- ② Wing Flaps — As required (CP)
- ③ Alert Crew/Passengers For Contact (CP)
4. Generators — Off (CP)
- ⑤ Fluid Handle — Pull Out (CP)
6. Ignition — Off (CP)
7. Battery — Off On Impact (CP)

DITCHING

BEFORE APPROACH

1. Alert Crew/Passengers To Prepare For Ditching (P)
2. Transmit Distress Signal — IFF/SIF Emergency (CP)
3. Cabin Pressure — Dump (CP) **B C D**
4. Escape Hatches (Over Wing) — Open (Designated)
5. Rear Service Door — Unlock (Designated)
6. Loose Equipment — Secure or Jettisoned (Designated)
7. Manual Dump Valve — Normal (CP) **B C D**
8. Order Seat Belts Fastened, No Smoking (P)
9. Crossfeed — Off (P)

APPROACH AND CONTACT

1. Landing Gear — Up (CP)
- ② Wing Flaps — Full Down (CP)
- ③ Alert Crew and Passengers For Contact (CP)

LANDING

LANDING WITH ONE ENGINE INOPERATIVE

BEFORE LANDING

1. Mixture — Auto Rich (FE)
- 1A. RPM — METO (FE-cp)
- ② Wing Flaps — As required (FE)
- ③ Landing Lights — As required (FE)
- ④ Landing Gear — Down and Locked (CP)
- ⑤ Water Injection — On (if available) (FE)
- ⑥ Prop — High Light (FE-cp)
7. Before Landing Checklist — Completed (FE)

LANDING

1. Landing Gear — Recheck Down and Locked (CP)
- ①A. Wing Flaps — Final Setting (FE)
2. Landing Checklist — Completed (FE)

HYDRAULIC SYSTEM FAILURE

1. **HYDRAULIC BYPASS—UP** (FE)
 - 1A. Hydraulic Fluid — Check (FE)
 2. Emergency Hydraulic Pump — On (Check 2700 to 2900 psi), Then Off (FE)

BEFORE LANDING WITH HYDRAULIC FAILURE

1. Mixtures — Auto Rich (FE)
 - 1A. Props — 2400 rpm (FE-cp)
 - ② Wing Flaps — Approach Setting. Use Emergency Pump, Then OFF (FE)
 - ③ Landing Lights — As required (FE)
 - ④ Landing Gear — Down and Locked by Free Fall at Recommended 130 KIAS (CP)
 - ⑤ Water Injection — As required (FE)
 6. Before Landing Checklist — Completed (FE)

LANDING WITH HYDRAULIC FAILURE

1. Landing Gear — Recheck Down and Locked (CP)
 - 1A. Props — High Lights (FE)
 - ② Wing Flaps — Final Setting. Use Emergency Pump, Then Leave ON (FE)
 3. Landing Checklist — Completed (FE)

**T-29A ABBREVIATED CHECKLIST
PERFORMANCE DATA
TABLE OF CONTENTS**

INSTRUCTIONS	P-2
TAKEOFF AND LANDING DATA -	
PRECOMPUTED TABLES.	P-4
DENSITY ALTITUDE CHART	P-22
MAXIMUM POWER AVAILABLE CHARTS	P-23
TAKEOFF AND LANDING CROSSWIND	
CHART	P-26A
STOPPING CAPABILITY CHART	P-27
REFUSAL SPEED CHARTS.	P-28
DRIFTDOWN (ONE ENGINE INOPERATIVE)	
Ⓐ Ⓑ	P-31
DRIFTDOWN (ONE ENGINE INOPERATIVE)	
Ⓒ Ⓓ	P-32
POWER SCHEDULES Ⓐ Ⓑ	P-32A
POWER SCHEDULES Ⓒ Ⓓ	P-32F
CLIMB POWER SCHEDULES Ⓐ Ⓑ	P-32L
CLIMB POWER SCHEDULES Ⓒ Ⓓ	P-32P
APPROACH SPEEDS	P-33
LANDING GROUND ROLL	P-35
TAKEOFF AND LANDING DATA CARD	P-37

TAKEOFF/LANDING DATA — PRECOMPUTED TABLES

INSTRUCTIONS

The data obtained from these tables (P-4 through P-21) will result in performance equal to or better than that computed from the Flight Manual. This data is based on Minimum TPSI. It may be used for a wet or dry takeoff and provides for a minimum of 200 fpm single-engine rate of climb. Completion of the TOLD card is required for all takeoffs. Exception: when making touch-and-go landings the TOLD card is only required for the initial takeoff. All information contained in these tables is based on density altitude with no consideration given to wind or runway slope. Completion of the TOLD card using the Flight Manual performance data is required when:

- a. No precomputed data is available because of high altitude or gross weight.
- b. Precomputed data critical field length exceeds the length of the runway.
- c. Takeoff is made under adverse conditions such as ice, snow or water on the runway.

When refusal speed is computed to be less than takeoff speed, the precomputed data tables may

be used provided a time/speed or a distance/speed computation is obtained using the Flight Manual.

Precomputed data tables are used as follows:

- a. Using checklist or Flight Manual performance data, compute:
 1. Density altitude.
 2. Manifold pressure.
 3. Expected and minimum TPSI.
- b. Select a precomputed data table nearest the existing density altitude. Note: Do not use precomputed data when density altitude EXCEEDS 8500 feet.
- c. Proceed down the left-hand column to existing or next highest gross weight.
- d. Proceed across to the column below computed minimum or next lower TPSI.
- e. Enter all items from this column on the TOLD card.
- f. Single-engine ceiling is absolute ($r/c = 0$ fpm) density altitude with METO power. Convert this to pressure altitude and enter it on the TOLD card.

T. O. 1T-29A-1CL-1

DENSITY ALTITUDE SEA LEVEL

WT	MINIMUM TPSI	130	125	120	115	110	105	100
37000	TAKEOFF FLAPS	12	12	12	12	12	12	6
	TAKEOFF SPEED	107	107	107	107	107	107	111
	CRITICAL FLD LGTH	2850	2900	2950	3050	3150	3300	3700
	TAKEOFF GRD RUN	2000	2050	2150	2200	2325	2450	2700
	SE CLIMB SPEED	116	116	116	116	116	116	116
	SE CEILING AB	13400	13400	13400	13400	13400	13400	13400
	CD	15000	15000	15000	15000	15000	15000	15000
	APPROACH FLAPS	20	20	20	20	12	12	6
	1.3 APPROACH FLAPS	110	110	110	110	114	114	118
	1.2 APPROACH FLAPS	102	102	102	102	107	107	111
	LANDING FLAPS	39	39	39	39	28	28	20
	1.3 LANDING FLAPS	101	101	101	101	106	106	110
	LANDING GRD ROLL	2975	2975	2975	2975	3375	3375	3700
	38000	TAKEOFF FLAPS	12	12	12	12	12	12
TAKEOFF SPEED		108	108	108	108	108	108	113
CRITICAL FLD LGTH		3000	3050	3150	3250	3350	3450	4050
TAKEOFF GRD RUN		2100	2200	2300	2350	2450	2575	2850
SE CLIMB SPEED		117	117	117	117	117	117	117
SE CEILING AB		11500	11500	11500	11500	11500	11500	11500
CD		14200	14200	14200	14200	14200	14200	14200
APPROACH FLAPS		20	20	20	12	12	12	6
1.3 APPROACH FLAPS		111	111	111	115	115	115	119
1.2 APPROACH FLAPS		104	104	104	108	108	108	113
LANDING FLAPS		39	39	39	28	28	28	20
1.3 LANDING FLAPS		103	103	103	107	107	107	111
LANDING GRD ROLL		3025	3025	3025	3450	3450	3450	3800
39000		TAKEOFF FLAPS	12	12	12	12	12	6
	TAKEOFF SPEED	110	110	110	110	110	114	119
	CRITICAL FLD LGTH	3150	3200	3300	3400	3500	4150	5000
	TAKEOFF GRD RUN	2250	2300	2400	2500	2650	2950	3300
	SE CLIMB SPEED	119	119	119	119	119	119	119
	SE CEILING AB	9600	9600	9600	9600	9600	9600	9600
	CD	13000	13000	13000	13000	13000	13000	13000
	APPROACH FLAPS	20	20	12	12	12	6	0
	1.3 APPROACH FLAPS	112	112	117	117	117	121	125
	1.2 APPROACH FLAPS	106	106	110	110	110	114	119
	LANDING FLAPS	39	39	28	28	28	20	15
	1.3 LANDING FLAPS	103	103	108	108	108	112	115
	LANDING GRD ROLL	3100	3100	3550	3550	3550	3900	4100
	40000	TAKEOFF FLAPS	12	12	12	12	6	6
TAKEOFF SPEED		111	111	111	111	116	116	121
CRITICAL FLD LGTH		3350	3400	3450	3550	4200	4300	5300
TAKEOFF GRD RUN		2400	2450	2550	2650	3000	3150	3500
SE CLIMB SPEED		121	121	121	121	121	121	121
SE CEILING AB		8200	8200	8200	8200	8200	8200	8200
CD		11400	11400	11400	11400	11400	11400	11400
APPROACH FLAPS		20	12	12	12	6	6	0
1.3 APPROACH FLAPS		114	118	118	118	122	122	127
1.2 APPROACH FLAPS		107	111	111	111	116	116	121
LANDING FLAPS		39	28	28	28	20	20	15
1.3 LANDING FLAPS		105	110	110	110	114	114	116
LANDING GRD ROLL		3175	3650	3650	3650	4025	4025	4200

T.O. 1T-29A-1CL-1

DENSITY ALTITUDE SEA LEVEL

WT	MINIMUM TPSI	130	125	120	115	110	105
41000	TAKEOFF FLAPS	12	12	12	6	6	0
	TAKEOFF SPEED	112	112	112	117	117	122
	CRITICAL FLD LGTH	3500	3550	3700	4300	4450	5300
	TAKEOFF GRD RUN	2500	2600	2700	3075	3175	3550
	SE CLIMB SPEED	122	122	122	122	122	122
	SE CEILING AB	7500	7500	7500	7500	7500	7500
	CD	10000	10000	10000	10000	10000	10000
	APPROACH FLAPS	12	12	12	6	6	0
	1.3 APPROACH FLAPS	120	120	120	126	126	128
	1.2 APPROACH FLAPS	112	112	112	117	117	122
	LANDING FLAPS	28	28	28	20	20	15
	1.3 LANDING FLAPS	111	111	111	115	115	117
	LANDING GRD ROLL	3750	3750	3750	4125	4125	4325
42000	TAKEOFF FLAPS	12	12	6	6	0	0
	TAKEOFF SPEED	114	114	118	118	123	123
	CRITICAL FLD LGTH	3700	3800	4450	4600	5450	5650
	TAKEOFF GRD RUN	2700	2750	3100	3225	3625	3725
	SE CLIMB SPEED	123	123	123	123	123	123
	SE CEILING AB	6800	6800	6800	6800	6800	6800
	CD	8700	8700	8700	8700	8700	8700
	APPROACH FLAPS	12	12	6	6	0	0
	1.3 APPROACH FLAPS	121	121	125	125	130	130
	1.2 APPROACH FLAPS	114	114	118	118	123	123
	LANDING FLAPS	28	28	20	20	15	15
	1.3 LANDING FLAPS	112	112	116	116	119	119
	LANDING GRD ROLL	3850	3850	4225	4225	4475	4475
43000	TAKEOFF FLAPS	12	6	6	0	0	
	TAKEOFF SPEED	115	120	120	125	125	
	CRITICAL FLD LGTH	3950	4550	4700	5500	5700	
	TAKEOFF GRD RUN	2850	3200	3300	3700	3850	
	SE CLIMB SPEED	125	125	125	125	125	
	SE CEILING AB	6000	6000	6000	6000	6000	
	CD	7800	7800	7800	7800	7800	
	APPROACH FLAPS	12	6	6	0	0	
	1.3 APPROACH FLAPS	123	127	127	131	131	
	1.2 APPROACH FLAPS	115	120	120	125	125	
	LANDING FLAPS	28	20	20	15	15	
	1.3 LANDING FLAPS	113	117	117	120	120	
	LANDING GRD ROLL	3950	4350	4350	4575	4575	
44000	TAKEOFF FLAPS	12	6	6	0		
	TAKEOFF SPEED	116	121	121	126		
	CRITICAL FLD LGTH	4200	4700	4950	5800		
	TAKEOFF GRD RUN	3000	3350	3450	3900		
	SE CLIMB SPEED	126	126	126	126		
	SE CEILING AB	5200	5200	5200	5200		
	CD	6900	6900	6900	6900		
	APPROACH FLAPS	12	6	6	0		
	1.3 APPROACH FLAPS	124	128	128	133		
	1.2 APPROACH FLAPS	116	121	121	126		
	LANDING FLAPS	28	20	20	15		
	1.3 LANDING FLAPS	114	119	119	122		
	LANDING GRD ROLL	4025	4450	4450	4675		

T. O. 1T-29A-1CL-1

DENSITY ALTITUDE 1000

WT	MINIMUM TPSI	130	125	120	115	110	105	100
37000	TAKEOFF FLAPS	12	12	12	12	12	12	6
	TAKEOFF SPEED	107	107	107	107	107	107	111
	CRITICAL FLD LGTH	2950	3050	3100	3200	3300	3450	4000
	TAKEOFF GRD RUN	2075	2150	2225	2325	2425	2550	2825
	SE CLIMB SPEED	116	116	116	116	116	116	116
	SE CEILING AB	13400	13400	13400	13400	13400	13400	13400
	CD	15000	15000	15000	15000	15000	15000	15000
	APPROACH FLAPS	20	20	20	20	12	12	6
	1.3 APPROACH FLAPS	110	110	110	110	114	114	118
	1.2 APPROACH FLAPS	102	102	102	102	107	107	111
	LANDING FLAPS	39	39	39	39	28	28	20
	1.3 LANDING FLAPS	101	101	101	101	106	106	110
	LANDING GRD ROLL	3025	3025	3025	3025	3475	3475	3825
	38000	TAKEOFF FLAPS	12	12	12	12	12	12
TAKEOFF SPEED		108	108	108	108	108	108	113
CRITICAL FLD LGTH		3200	3250	3300	3400	3500	3650	4300
TAKEOFF GRD RUN		2200	2275	2375	2450	2550	2675	2975
SE CLIMB SPEED		117	117	117	117	117	117	117
SE CEILING AB		11500	11500	11500	11500	11500	11500	11500
CD		14200	14200	14200	14200	14200	14200	14200
APPROACH FLAPS		20	20	20	12	12	12	6
1.3 APPROACH FLAPS		111	111	111	115	115	115	119
1.2 APPROACH FLAPS		104	104	104	108	108	108	113
LANDING FLAPS		39	39	39	28	28	28	20
1.3 LANDING FLAPS		103	103	103	107	107	107	111
LANDING GRD ROLL		3100	3100	3100	3550	3550	3550	3925
39000		TAKEOFF FLAPS	12	12	12	12	12	6
	TAKEOFF SPEED	110	110	110	110	110	114	119
	CRITICAL FLD LGTH	3300	3400	3500	3600	3700	4350	5200
	TAKEOFF GRD RUN	2350	2425	2550	2625	2750	3050	3400
	SE CLIMB SPEED	119	119	119	119	119	119	119
	SE CEILING AB	9600	9600	9600	9600	9600	9600	9600
	CD	13000	13000	13000	13000	13000	13000	13000
	APPROACH FLAPS	20	20	12	12	12	6	0
	1.3 APPROACH FLAPS	112	112	117	117	117	121	125
	1.2 APPROACH FLAPS	106	106	110	110	110	114	119
	LANDING FLAPS	39	39	28	28	28	20	15
	1.3 LANDING FLAPS	103	103	108	108	108	112	115
	LANDING GRD ROLL	3175	3175	3650	3650	3650	4025	4225
	40000	TAKEOFF FLAPS	12	12	12	12	6	6
TAKEOFF SPEED		111	111	111	111	116	116	121
CRITICAL FLD LGTH		3450	3550	3650	3750	4400	4600	5500
TAKEOFF GRD RUN		2475	2575	2675	2750	3125	3250	3650
SE CLIMB SPEED		121	121	121	121	121	121	121
SE CEILING AB		8200	8200	8200	8200	8200	8200	8200
CD		11400	11400	11400	11400	11400	11400	11400
APPROACH FLAPS		20	12	12	12	6	6	0
1.3 APPROACH FLAPS		114	118	118	118	122	122	127
1.2 APPROACH FLAPS		107	111	111	111	116	116	121
LANDING FLAPS		39	28	28	28	20	20	15
1.3 LANDING FLAPS		105	110	110	110	114	114	116
LANDING GRD ROLL		3250	3750	3750	3750	4150	4150	4325

T.O. 1T-29A-1CL-1

DENSITY ALTITUDE 1000

WT	MINIMUM TPSI	130	125	120	115	110	105
41000	TAKEOFF FLAPS	12	12	12	6	6	0
	TAKEOFF SPEED	112	112	112	117	117	122
	CRITICAL FLD LGTH	3700	3750	3850	4600	4700	5600
	TAKEOFF GRD RUN	2650	2725	2850	3175	3325	3675
	SE CLIMB SPEED	122	122	122	122	122	122
	SE CEILING AB	7500	7500	7500	7500	7500	7500
	CD	10000	10000	10000	10000	10000	10000
	APPROACH FLAPS	12	12	12	6	6	0
	1.3 APPROACH FLAPS	120	120	120	126	126	128
	1.2 APPROACH FLAPS	112	112	112	117	117	122
	LANDING FLAPS	28	28	28	20	20	15
	1.3 LANDING FLAPS	111	111	111	115	115	117
	LANDING GRD ROLL	3850	3850	3850	4250	4250	4475
42000	TAKEOFF FLAPS	12	12	6	6	0	0
	TAKEOFF SPEED	114	114	118	118	123	123
	CRITICAL FLD LGTH	3950	4000	4700	4850	5700	5900
	TAKEOFF GRD RUN	2775	2875	3225	3350	3750	3900
	SE CLIMB SPEED	123	123	123	123	123	123
	SE CEILING AB	6800	6800	6800	6800	6800	6800
	CD	8700	8700	8700	8700	8700	8700
	APPROACH FLAPS	12	12	6	6	0	0
	1.3 APPROACH FLAPS	121	121	125	125	130	130
	1.2 APPROACH FLAPS	114	114	118	118	123	123
	LANDING FLAPS	28	28	20	20	15	15
	1.3 LANDING FLAPS	112	112	116	116	119	119
	LANDING GRD ROLL	3950	3950	4350	4350	4600	4600
43000	TAKEOFF FLAPS	12	6	6	0	0	
	TAKEOFF SPEED	115	120	120	125	125	
	CRITICAL FLD LGTH	4200	4800	4950	5800	6000	
	TAKEOFF GRD RUN	2950	3325	3425	3800	3975	
	SE CLIMB SPEED	125	125	125	125	125	
	SE CEILING AB	6000	6000	6000	6000	6000	
	CD	7800	7800	7800	7800	7800	
	APPROACH FLAPS	12	6	6	0	0	
	1.3 APPROACH FLAPS	123	127	127	131	131	
	1.2 APPROACH FLAPS	115	120	120	125	125	
	LANDING FLAPS	28	20	20	15	15	
	1.3 LANDING FLAPS	113	117	117	120	120	
	LANDING GRD ROLL	4050	4475	4475	4725	4725	
44000	TAKEOFF FLAPS	12	6	0	0		
	TAKEOFF SPEED	116	121	126	126		
	CRITICAL FLD LGTH	4450	5050	5900	6150		
	TAKEOFF GRD RUN	3125	3475	3900	3975		
	SE CLIMB SPEED	126	126	126	126		
	SE CEILING AB	5200	5200	5200	5200		
	CD	6900	6900	6900	6900		
	APPROACH FLAPS	12	6	0	0		
	1.3 APPROACH FLAPS	124	128	133	133		
	1.2 APPROACH FLAPS	116	121	126	126		
	LANDING FLAPS	28	20	15	15		
	1.3 LANDING FLAPS	114	119	122	122		
	LANDING GRD ROLL	4150	4575	4800	4800		

T.O. 1T-29A-1CL-1

DENSITY ALTITUDE 2000

WT	MINIMUM TPSI	130	125	120	115	110	105	100
37000	TAKEOFF FLAPS	12	12	12	12	12	12	6
	TAKEOFF SPEED	107	107	107	107	107	107	111
	CRITICAL FLD LGTH	3150	3200	3250	3400	3500	3650	4200
	TAKEOFF GRD RUN	2150	2250	2325	2400	2550	2625	2925
	SE CLIMB SPEED	116	116	116	116	116	116	116
	SE CEILING AB	13400	13400	13400	13400	13400	13400	13400
	CD	15000	15000	15000	15000	15000	15000	15000
	APPROACH FLAPS	20	20	20	20	12	12	6
	1.3 APPROACH FLAPS	110	110	110	110	114	114	118
	1.2 APPROACH FLAPS	102	102	102	102	107	107	111
	LANDING FLAPS	39	39	39	39	28	28	20
	1.3 LANDING FLAPS	101	101	101	101	106	106	110
	LANDING GRD ROLL	3100	3100	3100	3100	3575	3575	3950
38000	TAKEOFF FLAPS	12	12	12	12	12	12	6
	TAKEOFF SPEED	108	108	108	108	108	108	113
	CRITICAL FLD LGTH	3350	3400	3500	3600	3700	3850	4500
	TAKEOFF GRD RUN	2300	2375	2450	2550	2675	2800	3100
	SE CLIMB SPEED	117	117	117	117	117	117	117
	SE CEILING AB	11500	11500	11500	11500	11500	11500	11500
	CD	14200	14200	14200	14200	14200	14200	14200
	APPROACH FLAPS	20	20	20	12	12	12	6
	1.3 APPROACH FLAPS	111	111	111	115	115	115	119
	1.2 APPROACH FLAPS	104	104	104	108	108	108	113
	LANDING FLAPS	39	39	39	28	28	28	20
	1.3 LANDING FLAPS	103	103	103	107	107	107	111
	LANDING GRD ROLL	3200	3200	3200	3675	3675	3675	4050
39000	TAKEOFF FLAPS	12	12	12	12	12	6	0
	TAKEOFF SPEED	110	110	110	110	110	114	119
	CRITICAL FLD LGTH	3500	3600	3650	3800	3900	4600	5450
	TAKEOFF GRD RUN	2450	2550	2625	2750	2850	3175	3500
	SE CLIMB SPEED	119	119	119	119	119	119	119
	SE CEILING AB	9600	9600	9600	9600	9600	9600	9600
	CD	13000	13000	13000	13000	13000	13000	13000
	APPROACH FLAPS	20	20	12	12	12	6	0
	1.3 APPROACH FLAPS	112	112	117	117	117	121	125
	1.2 APPROACH FLAPS	106	106	110	110	110	114	119
	LANDING FLAPS	39	39	28	28	28	20	15
	1.3 LANDING FLAPS	103	103	108	108	108	112	115
	LANDING GRD ROLL	3275	3275	3775	3775	3775	4150	4350
40000	TAKEOFF FLAPS	12	12	12	12	6	6	0
	TAKEOFF SPEED	111	111	111	111	116	116	121
	CRITICAL FLD LGTH	3700	3750	3850	4000	4700	4800	5750
	TAKEOFF GRD RUN	2600	2675	2775	2900	3225	3375	3750
	SE CLIMB SPEED	121	121	121	121	121	121	121
	SE CEILING AB	8200	8200	8200	8200	8200	8200	8200
	CD	11400	11400	11400	11400	11400	11400	11400
	APPROACH FLAPS	20	12	12	12	6	6	0
	1.3 APPROACH FLAPS	114	118	118	118	122	122	127
	1.2 APPROACH FLAPS	107	111	111	111	116	116	121
	LANDING FLAPS	39	28	28	28	20	20	15
	1.3 LANDING FLAPS	105	110	110	110	114	114	116
	LANDING GRD ROLL	3350	3875	3875	3875	4250	4250	4450

T.O. 1T-29A-1CL-1

DENSITY ALTITUDE 2000

WT	MINIMUM TPSI	130	125	120	115	110	105
41000	TAKEOFF FLAPS	12	12	12	6	6	0
	TAKEOFF SPEED	112	112	112	117	117	122
	CRITICAL FLD LGTH	3900	4000	4100	4750	4950	5850
	TAKEOFF GRD RUN	2775	2850	2975	3325	3425	3800
	SE CLIMB SPEED	122	122	122	122	122	122
	SE CEILING AB	7500	7500	7500	7500	7500	7500
	CD	10000	10000	10000	10000	10000	10000
	APPROACH FLAPS	12	12	12	6	6	0
	1.3 APPROACH FLAPS	120	120	120	126	126	128
	1.2 APPROACH FLAPS	112	112	112	117	117	122
	LANDING FLAPS	28	28	28	20	20	15
	1.3 LANDING FLAPS	111	111	111	115	115	117
	LANDING GRD ROLL	3975	3975	3975	4375	4375	4600
	42000	TAKEOFF FLAPS	12	12	6	6	0
TAKEOFF SPEED		114	114	118	118	123	123
CRITICAL FLD LGTH		4200	4300	4950	5050	6000	6150
TAKEOFF GRD RUN		2900	3000	3350	3475	3875	4025
SE CLIMB SPEED		123	123	123	123	123	123
SE CEILING AB		6800	6800	6800	6800	6800	6800
CD		8700	8700	8700	8700	8700	8700
APPROACH FLAPS		12	12	6	6	0	0
1.3 APPROACH FLAPS		121	121	125	125	130	130
1.2 APPROACH FLAPS		114	114	118	118	123	123
LANDING FLAPS		28	28	20	20	15	15
1.3 LANDING FLAPS		112	112	116	116	119	119
LANDING GRD ROLL		4075	4075	4475	4475	4725	4725
43000		TAKEOFF FLAPS	12	6	6	0	0
	TAKEOFF SPEED	115	120	120	125	125	
	CRITICAL FLD LGTH	4450	5050	5200	6050	6300	
	TAKEOFF GRD RUN	3125	3475	3600	3900	4050	
	SE CLIMB SPEED	125	125	125	125	125	
	SE CEILING AB	6000	6000	6000	6000	6000	
	CD	7800	7800	7800	7800	7800	
	APPROACH FLAPS	12	6	6	0	0	
	1.3 APPROACH FLAPS	123	127	127	131	131	
	1.2 APPROACH FLAPS	115	120	120	125	125	
	LANDING FLAPS	28	20	20	15	15	
	1.3 LANDING FLAPS	113	117	117	120	120	
	LANDING GRD ROLL	4175	4600	4600	4850	4850	
	44000	TAKEOFF FLAPS	6	6	0	0	
TAKEOFF SPEED		121	121	126	126		
CRITICAL FLD LGTH		5150	5300	6150	6400		
TAKEOFF GRD RUN		3550	3675	4000	4125		
SE CLIMB SPEED		126	126	126	126		
SE CEILING AB		5200	5200	5200	5200		
CD		6900	6900	6900	6900		
APPROACH FLAPS		6	6	0	0		
1.3 APPROACH FLAPS		128	128	133	133		
1.2 APPROACH FLAPS		121	121	126	126		
LANDING FLAPS		20	20	15	15		
1.3 LANDING FLAPS		119	119	122	122		
LANDING GRD ROLL		4725	4725	4950	4950		

T. O. 1T-29A-1CL-1

DENSITY ALTITUDE 3000

WT	MINIMUM TPSI	130	125	120	115	110	105	100	
37000	TAKEOFF FLAPS	12	12	12	12	12	12	6	
	TAKEOFF SPEED	107	107	107	107	107	107	111	
	CRITICAL FLD LGTH	3300	3400	3500	3600	3700	3850	4450	
	TAKEOFF GRD RUN	2300	2350	2450	2500	2600	2725	3025	
	SE CLIMB SPEED	116	116	116	116	116	116	116	
	SE CEILING	AB	13400	13400	13400	13400	13400	13400	13400
		CD	15000	15000	15000	15000	15000	15000	15000
	APPROACH FLAPS	20	20	20	20	12	12	6	
	1.3 APPROACH FLAPS	110	110	110	110	114	114	118	
	1.2 APPROACH FLAPS	102	102	102	102	107	107	111	
	LANDING FLAPS	39	39	39	39	28	28	20	
	1.3 LANDING FLAPS	101	101	101	101	106	106	110	
	LANDING GRD ROLL	3200	3200	3200	3200	3675	3675	4050	
	38000	TAKEOFF FLAPS	12	12	12	12	12	12	6
TAKEOFF SPEED		108	108	108	108	108	108	113	
CRITICAL FLD LGTH		3500	3600	3700	3800	3900	4050	4750	
TAKEOFF GRD RUN		2425	2500	2575	2650	2750	2875	3175	
SE CLIMB SPEED		117	117	117	117	117	117	117	
SE CEILING		AB	11500	11500	11500	11500	11500	11500	
		CD	14200	14200	14200	14200	14200	14200	
APPROACH FLAPS		20	20	20	12	12	12	6	
1.3 APPROACH FLAPS		111	111	111	115	115	115	119	
1.2 APPROACH FLAPS		104	104	104	108	108	108	113	
LANDING FLAPS		39	39	39	28	28	28	20	
1.3 LANDING FLAPS		103	103	103	107	107	107	111	
LANDING GRD ROLL		3275	3275	3275	3775	3775	3775	4150	
39000		TAKEOFF FLAPS	12	12	12	12	6	6	0
	TAKEOFF SPEED	110	110	110	110	114	114	119	
	CRITICAL FLD LGTH	3700	3800	3900	4000	4650	4850	5700	
	TAKEOFF GRD RUN	2600	2675	2775	2850	3175	3300	3625	
	SE CLIMB SPEED	119	119	119	119	119	119	119	
	SE CEILING	AB	9600	9600	9600	9600	9600	9600	
		CD	13000	13000	13000	13000	13000	13000	
	APPROACH FLAPS	20	20	12	12	6	6	0	
	1.3 APPROACH FLAPS	112	112	117	117	121	121	125	
	1.2 APPROACH FLAPS	106	106	110	110	114	114	119	
	LANDING FLAPS	39	39	28	28	20	20	15	
	1.3 LANDING FLAPS	103	103	108	108	112	112	115	
	LANDING GRD ROLL	3375	3375	3875	3875	4275	4275	4475	
	40000	TAKEOFF FLAPS	12	12	12	6	6	6	0
TAKEOFF SPEED		111	111	111	116	116	116	121	
CRITICAL FLD LGTH		3900	4000	4150	4750	4950	5100	6050	
TAKEOFF GRD RUN		2750	2825	2925	3250	3375	3500	3900	
SE CLIMB SPEED		121	121	121	121	121	121	121	
SE CEILING		AB	8200	8200	8200	8200	8200	8200	
		CD	11400	11400	11400	11400	11400	11400	
APPROACH FLAPS		12	12	12	6	6	6	0	
1.3 APPROACH FLAPS		118	118	118	122	122	122	127	
1.2 APPROACH FLAPS		111	111	111	116	116	116	121	
LANDING FLAPS		28	28	28	20	20	20	15	
1.3 LANDING FLAPS		110	110	110	114	114	114	116	
LANDING GRD ROLL		3975	3975	3975	4375	4375	4375	4575	

T.O. 1T-29A-1CL-1

DENSITY ALTITUDE 3000

WT	MINIMUM TPSI	130	125	120	115	110	105
41000	TAKEOFF FLAPS	12	12	12	6	0	0
	TAKEOFF SPEED	112	112	112	117	122	122
	CRITICAL FLD LGTH	4150	4250	4400	5050	5900	6150
	TAKEOFF GRD RUN	2900	3000	3100	3425	3800	3950
	SE CLIMB SPEED	122	122	122	122	122	122
	SE CEILING AB	7500	7500	7500	7500	7500	7500
	CD	10000	10000	10000	10000	10000	10000
	APPROACH FLAPS	12	12	12	6	0	0
	1.3 APPROACH FLAPS	120	120	120	126	128	128
	1.2 APPROACH FLAPS	112	112	112	117	122	122
	LANDING FLAPS	28	28	28	20	15	15
	1.3 LANDING FLAPS	111	111	111	115	117	117
	LANDING GRD ROLL	4075	4075	4075	4500	4725	4725
42000	TAKEOFF FLAPS	12	12	6	6	0	0
	TAKEOFF SPEED	114	114	118	118	123	123
	CRITICAL FLD LGTH	4450	4550	5200	5400	6350	6550
	TAKEOFF GRD RUN	3050	3150	3500	3625	4025	4150
	SE CLIMB SPEED	123	123	123	123	123	123
	SE CEILING AB	6800	6800	6800	6800	6800	6800
	CD	8700	8700	8700	8700	8700	8700
	APPROACH FLAPS	12	12	6	6	0	0
	1.3 APPROACH FLAPS	121	121	125	125	130	130
	1.2 APPROACH FLAPS	114	114	118	118	123	123
	LANDING FLAPS	28	28	20	20	15	15
	1.3 LANDING FLAPS	112	112	116	116	119	119
	LANDING GRD ROLL	4175	4175	4600	4600	4850	4850
43000	TAKEOFF FLAPS	6	6	6	0	0	0
	TAKEOFF SPEED	120	120	120	125	125	125
	CRITICAL FLD LGTH	5150	5350	5450	6350	6600	6600
	TAKEOFF GRD RUN	3500	3600	3725	4125	4200	4200
	SE CLIMB SPEED	125	125	125	125	125	125
	SE CEILING AB	6000	6000	6000	6000	6000	6000
	CD	7800	7800	7800	7800	7800	7800
	APPROACH FLAPS	6	6	6	0	0	0
	1.3 APPROACH FLAPS	127	127	127	131	131	131
	1.2 APPROACH FLAPS	120	120	120	125	125	125
	LANDING FLAPS	20	20	20	15	15	15
	1.3 LANDING FLAPS	117	117	117	120	120	120
	LANDING GRD ROLL	4725	4725	4725	4975	4975	4975
44000	TAKEOFF FLAPS	6	6	0	0	0	0
	TAKEOFF SPEED	121	121	126	126	126	126
	CRITICAL FLD LGTH	5450	5650	6450	6700	6700	6700
	TAKEOFF GRD RUN	3700	3825	4175	4325	4325	4325
	SE CLIMB SPEED	126	126	126	126	126	126
	SE CEILING AB	5200	5200	5200	5200	5200	5200
	CD	6900	6900	6900	6900	6900	6900
	APPROACH FLAPS	6	6	0	0	0	0
	1.3 APPROACH FLAPS	128	128	133	133	133	133
	1.2 APPROACH FLAPS	121	121	126	126	126	126
	LANDING FLAPS	20	20	15	15	15	15
	1.3 LANDING FLAPS	119	119	122	122	122	122
	LANDING GRD ROLL	4850	4850	5100	5100	5100	5100

T.O. 1T-29A-1CL-1

DENSITY ALTITUDE 4000

WT	MINIMUM TPSI	130	125	120	115	110	105	100
37000	TAKEOFF FLAPS	12	12	12	12	12	6	6
	TAKEOFF SPEED	107	107	107	107	107	111	111
	CRITICAL FLD LGTH	3500	3600	3650	3750	3900	4500	4650
	TAKEOFF GRD RUN	2400	2475	2550	2625	2700	3025	3150
	SE CLIMB SPEED	116	116	116	116	116	116	116
	SE CEILING AB	13400	13400	13400	13400	13400	13400	13400
	CD	15000	15000	15000	15000	15000	15000	15000
	APPROACH FLAPS	20	20	20	12	12	6	6
	1.3 APPROACH FLAPS	110	110	110	114	114	118	118
	1.2 APPROACH FLAPS	102	102	102	107	107	111	111
	LANDING FLAPS	39	39	39	28	28	20	20
	1.3 LANDING FLAPS	101	101	101	106	106	110	110
	LANDING GRD ROLL	3275	3275	3275	3775	3775	4175	4175
	38000	TAKEOFF FLAPS	12	12	12	12	6	6
TAKEOFF SPEED		108	108	108	108	113	113	117
CRITICAL FLD LGTH		3700	3800	3850	3950	4650	4800	5650
TAKEOFF GRD RUN		2550	2625	2675	2775	3050	3175	3500
SE CLIMB SPEED		117	117	117	117	117	117	117
SE CEILING AB		11500	11500	11500	11500	11500	11500	11500
CD		14200	14200	14200	14200	14200	14200	14200
APPROACH FLAPS		20	20	12	12	6	6	0
1.3 APPROACH FLAPS		111	111	115	115	119	119	124
1.2 APPROACH FLAPS		104	104	108	108	113	113	117
LANDING FLAPS		39	39	28	28	20	20	15
1.3 LANDING FLAPS		103	103	107	107	111	111	113
LANDING GRD ROLL		3350	3350	3875	3875	4275	4275	4500
39000		TAKEOFF FLAPS	12	12	12	12	6	0
	TAKEOFF SPEED	110	110	110	110	114	119	
	CRITICAL FLD LGTH	3900	4000	4100	4200	4900	5700	
	TAKEOFF GRD RUN	2725	2800	2900	2975	3275	3650	
	SE CLIMB SPEED	119	119	119	119	119	119	
	SE CEILING AB	9600	9600	9600	9600	9600	9600	
	CD	13000	13000	13000	13000	13000	13000	
	APPROACH FLAPS	20	12	12	12	6	0	
	1.3 APPROACH FLAPS	112	117	117	117	121	125	
	1.2 APPROACH FLAPS	106	110	110	110	114	119	
	LANDING FLAPS	39	28	28	28	20	15	
	1.3 LANDING FLAPS	103	108	108	108	112	115	
	LANDING GRD ROLL	3450	4000	4000	4000	4400	4625	
	40000	TAKEOFF FLAPS	12	12	12	6	0	0
TAKEOFF SPEED		111	111	111	116	121	121	
CRITICAL FLD LGTH		4150	4250	4350	5050	5900	6100	
TAKEOFF GRD RUN		2875	2975	3025	3375	3775	3900	
SE CLIMB SPEED		121	121	121	121	121	121	
SE CEILING AB		8300	8200	8200	8200	8200	8200	
CD		11400	11400	11400	11400	11400	11400	
APPROACH FLAPS		12	12	12	6	0	0	
1.3 APPROACH FLAPS		118	118	118	122	127	127	
1.2 APPROACH FLAPS		111	111	111	116	121	121	
LANDING FLAPS		28	28	28	20	15	15	
1.3 LANDING FLAPS		110	110	110	114	116	116	
LANDING GRD ROLL		4100	4100	4100	4525	4725	4725	

T.O. 1T-29A-1CI

DENSITY ALTITUDE 4000

WT	MINIMUM TPSI	130	125	120	115	110			
41000	TAKEOFF FLAPS	12	12	6	6	0			
	TAKEOFF SPEED	112	112	117	117	122			
	CRITICAL FLD LGTH	4400	4500	5150	5350	6250			
	TAKEOFF GRD RUN	3075	3150	3475	3575	3975			
	SE CLIMB SPEED	122	122	122	122	122			
	SE CEILING	AB	7500	7500	7500	7500	7500		
		CD	10000	10000	10000	10000	10000		
	APPROACH FLAPS	12	12	6	6	0			
	1.3 APPROACH FLAPS	120	120	126	126	128			
	1.2 APPROACH FLAPS	112	112	117	117	122			
	LANDING FLAPS	28	28	20	20	15			
	1.3 LANDING FLAPS	111	111	115	115	117			
	LANDING GRD ROLL	4200	4200	4625	4625	4850			
42000	TAKEOFF FLAPS	12	6	6	0				
	TAKEOFF SPEED	114	118	118	123				
	CRITICAL FLD LGTH	4700	5400	5500	6300				
	TAKEOFF GRD RUN	3225	3525	3675	4075				
	SE CLIMB SPEED	123	123	123	123				
	SE CEILING	AB	6800	6800	6800	6800			
		CD	8700	8700	8700	8700			
	APPROACH FLAPS	12	6	6	0				
	1.3 APPROACH FLAPS	121	125	125	130				
	1.2 APPROACH FLAPS	114	118	118	123				
	LANDING FLAPS	28	20	20	15				
	1.3 LANDING FLAPS	112	116	116	119				
	LANDING GRD ROLL	4300	4750	4750	5000				
43000	TAKEOFF FLAPS	6	6	6	0				
	TAKEOFF SPEED	120	120	120	125				
	CRITICAL FLD LGTH	5500	5650	5800	6700				
	TAKEOFF GRD RUN	3675	3750	3875	4300				
	SE CLIMB SPEED	125	125	125	125				
	SE CEILING	AB	6000	6000	6000	6000			
		CD	7800	7800	7800	7800			
	APPROACH FLAPS	6	6	6	0				
	1.3 APPROACH FLAPS	127	127	127	131				
	1.2 APPROACH FLAPS	120	120	120	125				
	LANDING FLAPS	20	20	20	15				
	1.3 LANDING FLAPS	117	117	117	120				
	LANDING GRD ROLL	4875	4875	4875	5125				
44000	TAKEOFF FLAPS	6	0	0					
	TAKEOFF SPEED	121	126	126					
	CRITICAL FLD LGTH	5800	6500	6900					
	TAKEOFF GRD RUN	3875	4250	4400					
	SE CLIMB SPEED	126	126	126					
	SE CEILING	AB	5200	5200	5200				
		CD	6900	6900	6900				
	APPROACH FLAPS	6	0	0					
	1.3 APPROACH FLAPS	128	133	133					
	1.2 APPROACH FLAPS	121	126	126					
	LANDING FLAPS	20	15	15					
	1.3 LANDING FLAPS	119	122	122					
	LANDING GRD ROLL	5000	5250	5250					

T. O. 1T-29A-1CL-1

DENSITY ALTITUDE 5000

WT	MINIMUM TPSI	130	125	120	115	110	105	100
37000	TAKEOFF FLAPS	12	12	12	12	12	6	6
	TAKEOFF SPEED	107	107	107	107	107	111	111
	CRITICAL FLD LGTH	3700	3800	3850	3950	4050	4750	4900
	TAKEOFF GRD RUN	2550	2600	2625	2750	2850	3150	3250
	SE CLIMB SPEED	116	116	116	116	116	116	116
	SE CEILING AB	13400	13400	13400	13400	13400	13400	13400
	CD	15000	15000	15000	15000	15000	15000	15000
	APPROACH FLAPS	20	20	20	12	12	6	6
	1.3 APPROACH FLAPS	110	110	110	114	114	118	118
	1.2 APPROACH FLAPS	102	102	102	107	107	111	111
	LANDING FLAPS	39	39	39	28	28	20	20
	1.3 LANDING FLAPS	101	101	101	106	106	110	110
	LANDING GRD ROLL	3375	3375	3375	3875	3875	4275	4275
38000	TAKEOFF FLAPS	12	12	12	12	6	6	0
	TAKEOFF SPEED	108	108	108	108	113	113	117
	CRITICAL FLD LGTH	3900	4000	4050	4150	4900	5050	5850
	TAKEOFF GRD RUN	2675	2750	2825	2900	3225	3325	3675
	SE CLIMB SPEED	117	117	117	117	117	117	117
	SE CEILING AB	11500	11500	11500	11500	11500	11500	11500
	CD	14200	14200	14200	14200	14200	14200	14200
	APPROACH FLAPS	20	20	12	12	6	6	0
	1.3 APPROACH FLAPS	111	111	115	115	119	119	124
	1.2 APPROACH FLAPS	104	104	108	108	113	113	117
	LANDING FLAPS	39	39	28	28	20	20	15
	1.3 LANDING FLAPS	103	103	107	107	111	111	113
	LANDING GRD ROLL	3450	3450	4000	4000	4400	4400	4625
39000	TAKEOFF FLAPS	12	12	12	6	6	0	0
	TAKEOFF SPEED	110	110	110	114	114	119	119
	CRITICAL FLD LGTH	4150	4250	4300	5000	5150	6050	6050
	TAKEOFF GRD RUN	2875	2950	3025	3325	3475	3825	3825
	SE CLIMB SPEED	119	119	119	119	119	119	119
	SE CEILING AB	9600	9600	9600	9600	9600	9600	9600
	CD	13000	13000	13000	13000	13000	13000	13000
	APPROACH FLAPS	12	12	12	6	6	0	0
	1.3 APPROACH FLAPS	117	117	117	121	121	125	125
	1.2 APPROACH FLAPS	110	110	110	114	114	119	119
	LANDING FLAPS	28	28	28	20	20	15	15
	1.3 LANDING FLAPS	108	108	108	112	112	115	115
	LANDING GRD ROLL	4100	4100	4100	4525	4525	4750	4750
40000	TAKEOFF FLAPS	12	12	6	6	0	0	0
	TAKEOFF SPEED	111	111	116	116	121	121	121
	CRITICAL FLD LGTH	4400	4500	5150	5300	6100	6400	6400
	TAKEOFF GRD RUN	3050	3125	3450	3550	3950	4125	4125
	SE CLIMB SPEED	121	121	121	121	121	121	121
	SE CEILING AB	8200	8200	8200	8200	8200	8200	8200
	CD	11400	11400	11400	11400	11400	11400	11400
	APPROACH FLAPS	12	12	6	6	0	0	0
	1.3 APPROACH FLAPS	118	118	122	122	127	127	127
	1.2 APPROACH FLAPS	111	111	116	116	121	121	121
	LANDING FLAPS	28	28	20	20	15	15	15
	1.3 LANDING FLAPS	110	110	114	114	116	116	116
	LANDING GRD ROLL	4225	4225	4650	4650	4850	4850	4850

T. O. 1T-29A-1CL-1

DENSITY ALTITUDE 5000

WT	MINIMUM TPSI	130	125	120	115	110		
41000	TAKEOFF FLAPS	12	6	6	0	0		
	TAKEOFF SPEED	112	117	117	122	122		
	CRITICAL FLD LGTH	4700	5300	5400	6300	6450		
	TAKEOFF GRD RUN	3225	3550	3650	4025	4175		
	SE CLIMB SPEED	122	122	122	122	122		
	SE CEILING AB	7500	7500	7500	7500	7500		
	CD	10000	10000	10000	10000	10000		
	APPROACH FLAPS	12	6	6	0	0		
	1.3 APPROACH FLAPS	120	126	126	128	128		
	1.2 APPROACH FLAPS	112	117	117	122	122		
	LANDING FLAPS	28	20	20	15	15		
	1.3 LANDING FLAPS	111	115	115	117	117		
	LANDING GRD ROLL	4325	4775	4775	5000	5000		
	42000	TAKEOFF FLAPS	6	6	6	0		
TAKEOFF SPEED		118	118	118	123			
CRITICAL FLD LGTH		5400	5650	5750	6600			
TAKEOFF GRD RUN		3625	3725	3850	4250			
SE CLIMB SPEED		123	123	123	123			
SE CEILING AB		6800	6800	6800	6800			
CD		8700	8700	8700	8700			
APPROACH FLAPS		6	6	6	0			
1.3 APPROACH FLAPS		125	125	125	130			
1.2 APPROACH FLAPS		118	118	118	123			
LANDING FLAPS		20	20	20	15			
1.3 LANDING FLAPS		116	116	116	119			
LANDING GRD ROLL		4875	4875	4875	5125			
43000		TAKEOFF FLAPS	6	6	0			
	TAKEOFF SPEED	120	120	125				
	CRITICAL FLD LGTH	5750	5900	6800				
	TAKEOFF GRD RUN	3875	3975	4350				
	SE CLIMB SPEED	125	125	125				
	SE CEILING AB	6000	6000	6000				
	CD	7800	7800	7800				
	APPROACH FLAPS	6	6	0				
	1.3 APPROACH FLAPS	127	127	131				
	1.2 APPROACH FLAPS	120	120	125				
	LANDING FLAPS	20	20	15				
	1.3 LANDING FLAPS	117	117	120				
	LANDING GRD ROLL	5000	5000	5275				
	44000	TAKEOFF FLAPS	6	0	0			
TAKEOFF SPEED		121	126	126				
CRITICAL FLD LGTH		6050	6750	7150				
TAKEOFF GRD RUN		4075	4475	4600				
SE CLIMB SPEED		126	126	126				
SE CEILING AB		5200	5200	5200				
CD		6900	6900	6900				
APPROACH FLAPS		6	0	0				
1.3 APPROACH FLAPS		128	133	133				
1.2 APPROACH FLAPS		121	126	126				
LANDING FLAPS		20	15	15				
1.3 LANDING FLAPS		119	122	122				
LANDING GRD ROLL		5125	5400	5400				

T. O. 1T-29A-1CL-1

DENSITY ALTITUDE 6000

WT	MINIMUM TPSI	130	125	120	115	110	105	100
37000	TAKEOFF FLAPS	12	12	12	12	6	6	0
	TAKEOFF SPEED	107	107	107	107	111	111	116
	CRITICAL FLD LGTH	3900	4000	4050	4150	4850	5000	5850
	TAKEOFF GRD RUN	2700	2750	2800	2875	3175	3250	3600
	SE CLIMB SPEED	116	116	116	116	116	116	116
	SE CEILING AB	13400	13400	13400	13400	13400	13400	13400
	CD	15000	15000	15000	15000	15000	15000	15000
	APPROACH FLAPS	20	20	12	12	6	6	0
	1.3 APPROACH FLAPS	110	110	114	114	118	118	122
	1.2 APPROACH FLAPS	102	102	107	107	111	111	116
	LANDING FLAPS	39	39	28	28	20	20	15
	1.3 LANDING FLAPS	101	101	106	106	110	110	112
	LANDING GRD ROLL	3450	3450	4000	4000	4400	4400	4625
38000	TAKEOFF FLAPS	12	12	12	12	6	0	0
	TAKEOFF SPEED	108	108	108	108	113	117	117
	CRITICAL FLD LGTH	4100	4200	4300	4400	5100	5850	6150
	TAKEOFF GRD RUN	2850	2900	2975	3050	3375	3625	3800
	SE CLIMB SPEED	117	117	117	117	117	117	117
	SE CEILING AB	11500	11500	11500	11500	11500	11500	11500
	CD	14200	14200	14200	14200	14200	14200	14200
	APPROACH FLAPS	20	20	12	12	6	0	0
	1.3 APPROACH FLAPS	111	111	115	115	119	124	124
	1.2 APPROACH FLAPS	104	104	108	108	113	117	117
	LANDING FLAPS	39	39	28	28	20	15	15
	1.3 LANDING FLAPS	103	103	107	107	111	113	113
	LANDING GRD ROLL	3550	3550	4100	4100	4525	4725	4725
39000	TAKEOFF FLAPS	12	12	12	6	0	0	
	TAKEOFF SPEED	110	110	110	114	119	119	
	CRITICAL FLD LGTH	4350	4450	4550	5300	6100	6250	
	TAKEOFF GRD RUN	3050	3100	3200	3475	3850	4050	
	SE CLIMB SPEED	119	119	119	119	119	119	
	SE CEILING AB	9600	9600	9600	9600	9600	9600	
	CD	13000	13000	13000	13000	13000	13000	
	APPROACH FLAPS	12	12	12	6	0	0	
	1.3 APPROACH FLAPS	117	117	117	121	125	125	
	1.2 APPROACH FLAPS	110	110	110	114	119	119	
	LANDING FLAPS	28	28	28	20	15	15	
	1.3 LANDING FLAPS	108	108	108	112	115	115	
	LANDING GRD ROLL	4225	4225	4225	4650	4875	4875	
40000	TAKEOFF FLAPS	12	12	6	6	0		
	TAKEOFF SPEED	111	111	116	116	121		
	CRITICAL FLD LGTH	4600	4700	5400	5550	6450		
	TAKEOFF GRD RUN	3225	3300	3625	3725	4150		
	SE CLIMB SPEED	121	121	121	121	121		
	SE CEILING AB	8200	8200	8200	8200	8200		
	CD	11400	11400	11400	11400	11400		
	APPROACH FLAPS	12	12	6	6	0		
	1.3 APPROACH FLAPS	118	118	122	122	127		
	1.2 APPROACH FLAPS	111	111	116	116	121		
	LANDING FLAPS	28	28	20	20	15		
	1.3 LANDING FLAPS	110	110	114	114	116		
	LANDING GRD ROLL	4350	4350	4775	4775	5000		

T. O. 1T-29A-1CL-1

DENSITY ALTITUDE 6000

WT	MINIMUM TPSI	130	125	120	115	110			
41000	TAKEOFF FLAPS	12	6	6	0	0			
	TAKEOFF SPEED	112	117	117	122	122			
	CRITICAL FLD LGTH	4900	5600	5700	6600	6700			
	TAKEOFF GRD RUN	3425	3750	3850	4225	4325			
	SE CLIMB SPEED	122	122	122	122	122			
	SE CEILING	AB	7500	7500	7500	7500	7500		
		CD	10000	10000	10000	10000	10000		
	APPROACH FLAPS	12	6	6	0	0			
	1.3 APPROACH FLAPS	120	126	126	128	128			
	1.2 APPROACH FLAPS	112	117	117	122	122			
	LANDING FLAPS	28	20	20	15	15			
	1.3 LANDING FLAPS	111	115	115	117	117			
	LANDING GRD ROLL	4450	4900	4900	5150	5150			
42000	TAKEOFF FLAPS	6	6	0	0				
	TAKEOFF SPEED	118	118	123	123				
	CRITICAL FLD LGTH	5800	5900	6700	7050				
	TAKEOFF GRD RUN	3850	3950	4325	4475				
	SE CLIMB SPEED	123	123	123	123				
	SE CEILING	AB	6800	6800	6800	6800			
		CD	8700	8700	8700	8700			
	APPROACH FLAPS	6	6	0	0				
	1.3 APPROACH FLAPS	125	125	130	130				
	1.2 APPROACH FLAPS	118	118	123	123				
	LANDING FLAPS	20	20	15	15				
	1.3 LANDING FLAPS	116	116	119	119				
	LANDING GRD ROLL	5000	5000	5275	5275				
43000	TAKEOFF FLAPS	6	0	0					
	TAKEOFF SPEED	120	125	125					
	CRITICAL FLD LGTH	6050	6900	7150					
	TAKEOFF GRD RUN	4100	4475	4550					
	SE CLIMB SPEED	125	125	125					
	SE CEILING	AB							
		CD	7800	7800	7800				
	APPROACH FLAPS	6	0	0					
	1.3 APPROACH FLAPS	127	131	131					
	1.2 APPROACH FLAPS	120	125	125					
	LANDING FLAPS	20	15	15					
	1.3 LANDING FLAPS	117	120	120					
	LANDING GRD ROLL	5150	5425	5425					
44000	TAKEOFF FLAPS	0	0						
	TAKEOFF SPEED	126	126						
	CRITICAL FLD LGTH	7150	7300						
	TAKEOFF GRD RUN	4625	4725						
	SE CLIMB SPEED	126	126						
	SE CEILING	AB							
		CD	6900	6900					
	APPROACH FLAPS	0	0						
	1.3 APPROACH FLAPS	133	133						
	1.2 APPROACH FLAPS	126	126						
	LANDING FLAPS	15	15						
	1.3 LANDING FLAPS	122	122						
	LANDING GRD ROLL	5550	5550						

WARNING

43,000 AND 44,000

FOR

T-29 C/D
AIRPLANES

ONLY

T.O. 1T-29A-1CL-1

DENSITY ALTITUDE 7000

WT	MINIMUM TPSI	130	125	120	115	110	105	100
37000	TAKEOFF FLAPS	12	12	12	12	6	6	0
	TAKEOFF SPEED	107	107	107	107	111	111	116
	CRITICAL FLD LGTH	4100	4200	4300	4400	5050	5250	6100
	TAKEOFF GRD RUN	2850	2875	2950	3000	3325	3400	3800
	SE CLIMB SPEED	116	116	116	116	116	116	116
	SE CEILING AB	13400	13400	13400	13400	13400	13400	13400
	CD	15000	15000	15000	15000	15000	15000	15000
	APPROACH FLAPS	20	20	12	12	6	6	0
	1.3 APPROACH FLAPS	110	110	114	114	118	118	122
	1.2 APPROACH FLAPS	102	102	107	107	111	111	116
	LANDING FLAPS	39	39	28	28	20	20	15
	1.3 LANDING FLAPS	101	101	106	106	110	110	112
	LANDING GRD ROLL	3550	3550	4100	4100	4525	4525	4775
38000	TAKEOFF FLAPS	12	12	12	12	6	6	0
	TAKEOFF SPEED	108	108	108	108	113	117	
	CRITICAL FLD LGTH	4350	4450	4550	4650	5400	6200	
	TAKEOFF GRD RUN	3000	3050	3125	3175	3525	3900	
	SE CLIMB SPEED	117	117	117	117	117	117	
	SE CEILING AB	11500	11500	11500	11500	11500	11500	
	CD	14200	14200	14200	14200	14200	14200	
	APPROACH FLAPS	20	12	12	12	6	6	0
	1.3 APPROACH FLAPS	111	115	115	115	119	124	
	1.2 APPROACH FLAPS	104	108	108	108	113	117	
	LANDING FLAPS	39	28	28	28	20	15	
	1.3 LANDING FLAPS	103	107	107	107	111	113	
	LANDING GRD ROLL	3650	4225	4225	4225	4650	4875	
39000	TAKEOFF FLAPS	12	12	6	6	0	0	
	TAKEOFF SPEED	110	110	114	114	119		
	CRITICAL FLD LGTH	4600	4750	5400	5550	6350		
	TAKEOFF GRD RUN	3225	3250	3600	3650	4100		
	SE CLIMB SPEED	119	119	119	119	119		
	SE CEILING AB	9600	9600	9600	9600	9600		
	CD	13000	13000	13000	13000	13000		
	APPROACH FLAPS	12	12	6	6	0		
	1.3 APPROACH FLAPS	117	117	121	121	125		
	1.2 APPROACH FLAPS	110	110	114	114	119		
	LANDING FLAPS	28	28	20	20	15		
	1.3 LANDING FLAPS	108	108	112	112	115		
	LANDING GRD ROLL	4350	4350	4775	4775	5025		
40000	TAKEOFF FLAPS	12	6	6	0	0		
	TAKEOFF SPEED	111	116	116	121	121		
	CRITICAL FLD LGTH	4900	5550	5700	6500	6700		
	TAKEOFF GRD RUN	3400	3725	3825	4300	4400		
	SE CLIMB SPEED	121	121	121	121	121		
	SE CEILING AB	8200	8200	8200	8200	8200		
	CD	11400	11400	11400	11400	11400		
	APPROACH FLAPS	12	6	6	0	0		
	1.3 APPROACH FLAPS	118	122	122	127	127		
	1.2 APPROACH FLAPS	111	116	116	121	121		
	LANDING FLAPS	28	20	20	15	15		
	1.3 LANDING FLAPS	110	114	114	116	116		
	LANDING GRD ROLL	4450	4900	4900	5125	5125		

T. O. 1T-29A-1CL-1

DENSITY ALTITUDE 7000

WT	MINIMUM TPSI	130	125	120	115			
41000	TAKEOFF FLAPS	12	6	0	0	WARNING	42,000 AND 43,000	FOR
	TAKEOFF SPEED	112	117	122	122			
	CRITICAL FLD LGTH	5200	5900	6700	6900			
	TAKEOFF GRD RUN	3600	3950	4400	4500			
	SE CLIMB SPEED	122	122	122	122			
	SE CEILING AB	7500	7500	7500	7500			
	CD	10000	10000	10000	10000			
	APPROACH FLAPS	12	6	0	0			
	1.3 APPROACH FLAPS	120	126	128	128			
	1.2 APPROACH FLAPS	112	117	122	122			
	LANDING FLAPS	28	20	15	15			
	1.3 LANDING FLAPS	111	115	117	117			
	LANDING GRD ROLL	4575	5025	5275	5275			
42000	TAKEOFF FLAPS	6	0	0	ONLY			
	TAKEOFF SPEED	118	123	123				
	CRITICAL FLD LGTH	6100	6950	7100				
	TAKEOFF GRD RUN	4100	4500	4625				
	SE CLIMB SPEED	123	123	123				
	SE CEILING AB							
	CD	8700	8700	8700				
	APPROACH FLAPS	6	0	0				
	1.3 APPROACH FLAPS	125	130	130				
	1.2 APPROACH FLAPS	118	123	123				
	LANDING FLAPS	20	15	15				
	1.3 LANDING FLAPS	116	119	119				
	LANDING GRD ROLL	5150	5400	5400				
43000	TAKEOFF FLAPS	6	0	T-29 C/D AIRPLANES				
	TAKEOFF SPEED	120	125					
	CRITICAL FLD LGTH	6400	7300					
	TAKEOFF GRD RUN	4350	4750					
	SE CLIMB SPEED	125	125					
	SE CEILING AB							
	CD	7800	7800					
	APPROACH FLAPS	6	0					
	1.3 APPROACH FLAPS	127	131					
	1.2 APPROACH FLAPS	120	125					
	LANDING FLAPS	20	15					
	1.3 LANDING FLAPS	117	120					
	LANDING GRD ROLL	5275	5575					
	TAKEOFF FLAPS							
	TAKEOFF SPEED							
	CRITICAL FLD LGTH							
	TAKEOFF GRD RUN							
	SE CLIMB SPEED							
	SE CEILING AB							
	CD							
	APPROACH FLAPS							
	1.3 APPROACH FLAPS							
	1.2 APPROACH FLAPS							
	LANDING FLAPS							
	1.3 LANDING FLAPS							
	LANDING GRD ROLL							

T.O. 1T-29A-1CL-1

DENSITY ALTITUDE 8000

WT	MINIMUM TPSI	130	125	120	115	110	105
37000	TAKEOFF FLAPS	12	12	12	12	6	0
	TAKEOFF SPEED	107	107	107	107	111	116
	CRITICAL FLD LGTH	4350	4400	4500	4700	5400	6150
	TAKEOFF GRD RUN	3000	3050	3075	3150	3500	3900
	SE CLIMB SPEED	116	116	116	116	116	116
	SE CEILING AB	13400	13400	13400	13400	13400	13400
	CD	15000	15000	15000	15000	15000	15000
	APPROACH FLAPS	20	12	12	12	6	0
	1.3 APPROACH FLAPS	110	114	114	114	118	122
	1.2 APPROACH FLAPS	102	107	107	107	111	116
	LANDING FLAPS	39	28	28	28	20	15
	1.3 LANDING FLAPS	101	106	106	106	110	112
	LANDING GRD ROLL	3625	4200	4200	4200	4650	4900
	TAKEOFF FLAPS	12	12	6	6	0	0
38000	TAKEOFF SPEED	108	108	113	113	117	117
	CRITICAL FLD LGTH	4600	4700	5400	5600	6250	6500
	TAKEOFF GRD RUN	3175	3225	3550	3600	4050	4150
	SE CLIMB SPEED	117	117	117	117	117	117
	SE CEILING AB	11500	11500	11500	11500	11500	11500
	CD	14200	14200	14200	14200	14200	14200
	APPROACH FLAPS	12	12	6	6	0	0
	1.3 APPROACH FLAPS	115	115	119	119	124	124
	1.2 APPROACH FLAPS	108	108	113	113	117	117
	LANDING FLAPS	28	28	20	20	15	15
	1.3 LANDING FLAPS	107	107	111	111	113	113
	LANDING GRD ROLL	4325	4325	4775	4775	5025	5025
	TAKEOFF FLAPS	12	12	6	6	0	0
	39000	TAKEOFF SPEED	110	110	114	114	119
CRITICAL FLD LGTH		4900	4950	5750	5950	6700	
TAKEOFF GRD RUN		3400	3450	3800	3850	4300	
SE CLIMB SPEED		119	119	119	119	119	
SE CEILING AB		9600	9600	9600	9600	9600	
CD		13000	13000	13000	13000	13000	
APPROACH FLAPS		12	12	6	6	0	
1.3 APPROACH FLAPS		117	117	121	121	125	
1.2 APPROACH FLAPS		110	110	114	114	119	
LANDING FLAPS		28	28	20	20	15	
1.3 LANDING FLAPS		108	108	112	112	115	
LANDING GRD ROLL		4475	4475	4925	4925	5150	
TAKEOFF FLAPS		12	6	0	0		
40000		TAKEOFF SPEED	111	116	121	121	
	CRITICAL FLD LGTH	5200	5900	6600	6900		
	TAKEOFF GRD RUN	3600	3950	4400	4525		
	SE CLIMB SPEED	121	121	121	121		
	SE CEILING AB	8200	8200	8200	8200		
	CD	11400	11400	11400	11400		
	APPROACH FLAPS	12	6	0	0		
	1.3 APPROACH FLAPS	118	122	127	127		
	1.2 APPROACH FLAPS	111	116	121	121		
	LANDING FLAPS	28	20	15	15		
	1.3 LANDING FLAPS	110	114	116	116		
	LANDING GRD ROLL	4575	5050	5275	5275		

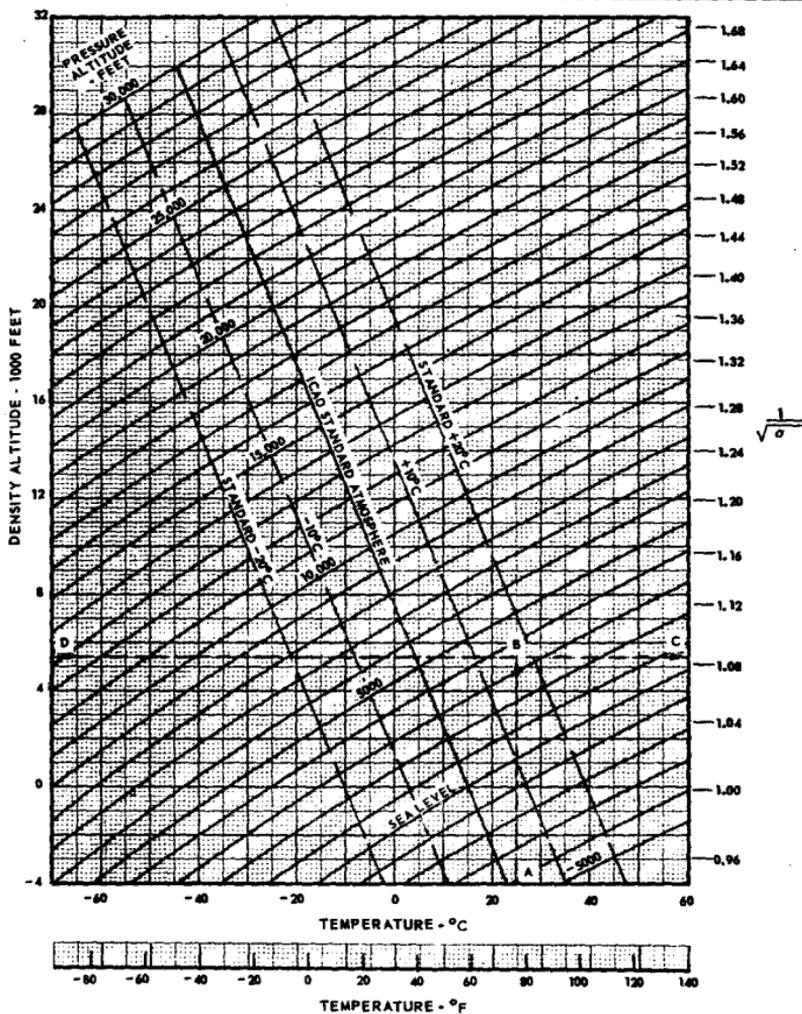
T. O. 1T-29A-1CL-1

DENSITY ALTITUDE 8000

WT	MINIMUM TPSI	130	125	120	115			
41000	TAKEOFF FLAPS	6	6	0	0	WARNING	41,000' AND 42,000'	FOR
	TAKEOFF SPEED	117	117	122	122			
	CRITICAL FLD LGTH	6150	6250	7000	7200			
	TAKEOFF GRD RUN	4175	4250	4625	4750			
	SE CLIMB SPEED	122	122	122	122			
	SE CEILING ^{AB}							
	CD	10000	10000	10000	10000			
	APPROACH FLAPS	6	6	0	0			
	1.3 APPROACH FLAPS	126	126	128	128			
	1.2 APPROACH FLAPS	117	117	122	122			
	LANDING FLAPS	20	20	15	15			
	1.3 LANDING FLAPS	115	115	117	117			
	LANDING GRD ROLL	5175	5175	5425	5425			
42000	TAKEOFF FLAPS	6	0	0		ONLY	T-29 C/D AIRPLANES	
	TAKEOFF SPEED	118	123	123				
	CRITICAL FLD LGTH	6500	7300	7500				
	TAKEOFF GRD RUN	4375	4800	4900				
	SE CLIMB SPEED	123	123	123				
	SE CEILING ^{AB}							
	CD	8700	8700	8700				
	APPROACH FLAPS	6	0	0				
	1.3 APPROACH FLAPS	125	130	130				
	1.2 APPROACH FLAPS	118	123	123				
	LANDING FLAPS	20	15	15				
	1.3 LANDING FLAPS	116	119	119				
	LANDING GRD ROLL	5300	5550	5550				

T.O. 1T-29A-1CL-1

DENSITY ALTITUDE CHART



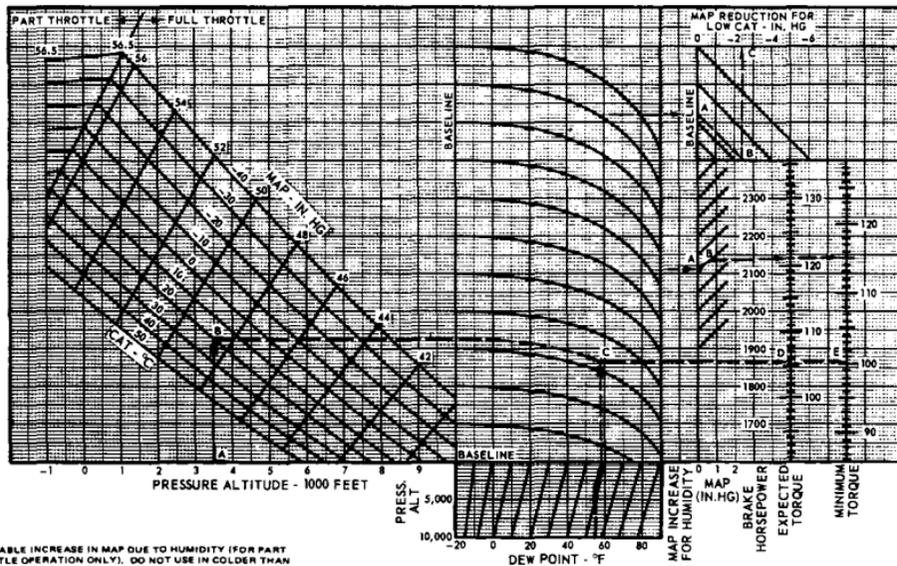
46,972

MODEL: T-29 A/B
 DATE: 14 JULY 1961
 DATA BASIS: FLIGHT TEST

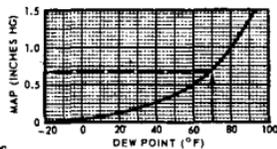
MAXIMUM WET POWER AVAILABLE

FUEL GRADE 100 130 OR 115 145
 LOW BLOWER 2800 RPM AUTO RICH

ENGINE: R2800-97



ALLOWABLE INCREASE IN MAP DUE TO HUMIDITY (FOR PART THROTTLE OPERATION ONLY). DO NOT USE IN COLDER THAN STANDARD CONDITIONS WHEN MAP IS REDUCED FOR LOW CAT.



10,702C

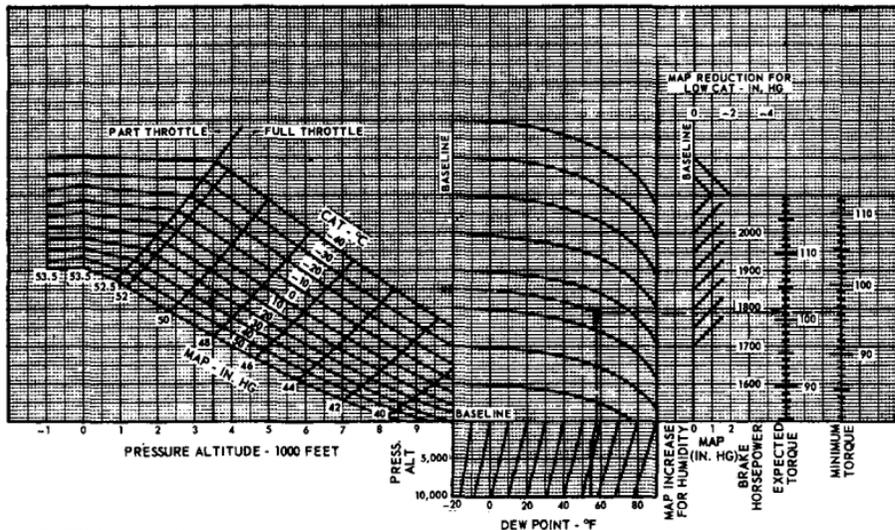
NOTES:

- (1) CAT EQUALS OAT + 1°C.
- (2) WHEN OPERATING CABIN PRESSURIZATION (T-29B) TORQUE PRESSURE FOR RIGHT ENGINE WILL BE 4.0 PSI LOWER.
- (3) CHART BASED ON ZERO AIRSPEED. DO NOT EXCEED MAP LIMITS DURING TAKEOFF.
- (4) FUEL FLOW IS $(0.62 \times \text{BHP})$ LB/HR/ENG (APPROXIMATE).

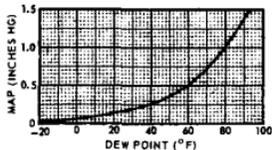
MODEL: T-29 A/B
 DATE: 14 JULY 1961
 DATA BASIS: FLIGHT TEST

MAXIMUM DRY POWER AVAILABLE
 FUEL GRADE 100/130 OR 115/145
 LOW BLOWER 2800 RPM AUTO RICH

ENGINE: R2800-97



ALLOWABLE INCREASE IN MAP DUE TO HUMIDITY (FOR PART THROTTLE OPERATION ONLY). DO NOT USE IN COLDER THAN STANDARD CONDITIONS WHEN MAP IS REDUCED FOR LOW CAT.



10,703

NOTES:

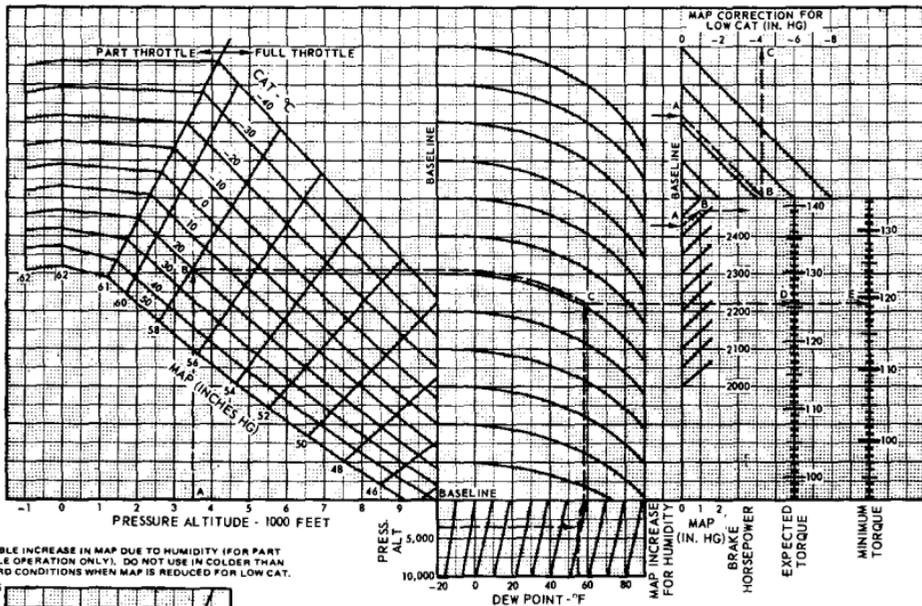
- (1) CAT EQUALS OAT + °C.
- (2) WHEN OPERATING CABIN PRESSURIZATION, (T-29B) TORQUE PRESSURE FOR RIGHT ENGINE WILL BE 4.0 PSI LOWER.
- (3) CHART BASED ON ZERO AIRSPEED. DO NOT EXCEED MAP LIMITS DURING TAKEOFF.
- (4) FUEL FLOW IS (0.84 x BHP) LB/HR/ENG (APPROXIMATE).

MAXIMUM WET POWER AVAILABLE

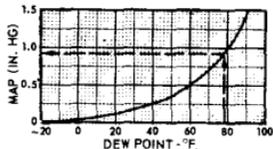
MODEL: T-29 C/D
 DATE: 5 DECEMBER 1967
 DATA BASIS: ESTIMATED

LOW BLOWER 2800 RPM AUTO RICH
 FUEL GRADE: 115 145

ENGINES: R2800-99W



ALLOWABLE INCREASE IN MAP DUE TO HUMIDITY (FOR PART THROTTLE OPERATION ONLY). DO NOT USE IN COLDER THAN STANDARD CONDITIONS WHEN MAP IS REQUIRED FOR LOW CAT.



NOTES:

- (1) CAT EQUALS OAT + 1°C.
- (2) NO CABIN PRESSURIZATION, WHEN OPERATING CABIN PRESSURE TORQUE PRESSURE FOR RIGHT ENGINE WILL BE 4.0 PSI LOWER.
- (3) CHART BASED ON ZERO AIRSPEED. DO NOT EXCEED MAP LIMIT DURING TAKEOFF.
- (4) FUEL FLOW IS $(0.62 \times \text{BHP})/\text{LB}/\text{HR}/\text{ENG}$ (APPROXIMATE).

24,202F

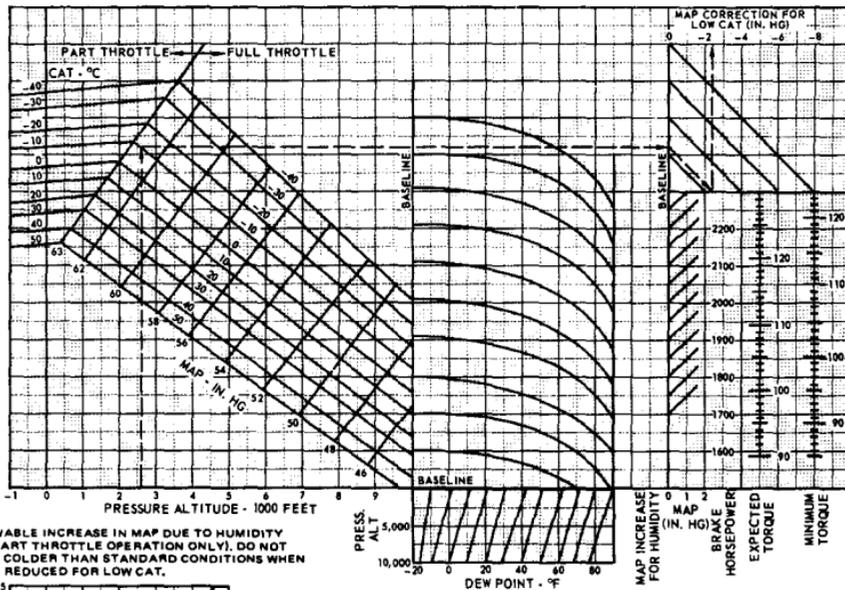
Change 3 P-25

T. O. 1T-29A-1CL-1

MODEL: T-29 C/D
 DATE: 10 SEPTEMBER 1965
 DATA BASIS: ESTIMATED

MAXIMUM DRY POWER AVAILABLE
 LOW BLOWER 2800 RPM AUTO RICH
 FUEL GRADE: 115/145

ENGINES: R2800-99W



24,175E

NOTES:

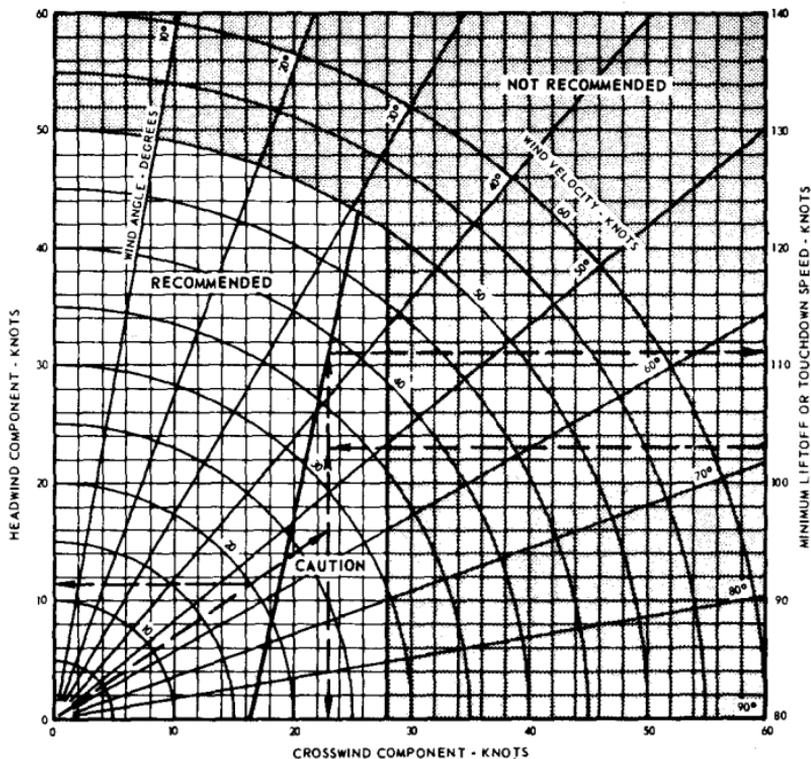
- (1) CAT EQUALS OAT + 1° C.
- (2) WHEN USING CABIN PRESSURIZATION, TORQUE PRESSURE FOR RIGHT ENGINE WILL BE 4.0 PSI LOWER.
- (3) CHART BASED ON ZERO AIRSPEED. DO NOT EXCEED MAP LIMITS DURING TAKEOFF.
- (4) FUEL FLOW IS $(0.84 \times \text{BHP})/\text{LB}/\text{HR}/\text{ENG}$ (APPROXIMATE).

T.O. 1T-29A-1CL-1

MODEL: T-29
 DATE: 7 DECEMBER 1971
 DATA BASIS: ESTIMATED

TAKEOFF AND LANDING CROSSWIND CHART

ENGINES: ALL



NOTES:

1. ENTER CHART WITH MAXIMUM GUST VELOCITY TO DETERMINE CROSSWIND OR TAILWIND COMPONENT.
2. ENTER CHART WITH MAXIMUM STEADY WIND VELOCITY TO DETERMINE HEADWIND COMPONENT.
3. IF TAKEOFF IS MADE IN THE CAUTION ZONE, A SLIGHT YAW MAY BE EXPECTED BETWEEN ROTATION AND LIFTOFF.

THE TAKEOFF AND LANDING CROSSWIND COMPONENT IS BASED ON IDEAL RUNWAY CONDITIONS. WHEN RUNWAY CONDITIONS ARE OTHER THAN IDEAL, THE RCR SHOULD BE CONSIDERED. THE CROSSWIND COMPONENT FIGURES LISTED HERE ARE SUGGESTED VALUES TO BE USED WITH THE INDICATED RCR'S.

RCR	2	3	4	5	6	7	8	9	10	11	12
CROSSWIND COMP.	0	2	5	7	10	12	15	17	20	22	28

T.O. 1T-29A-1CL-1

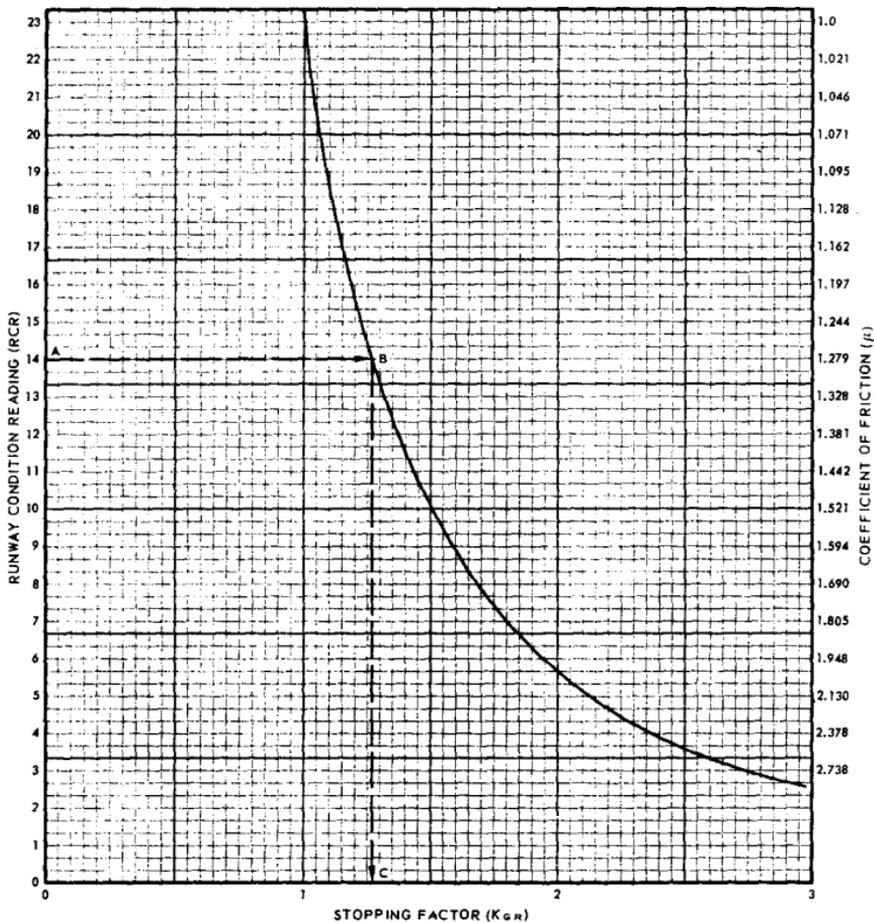
MODEL: T-29A/B/C/D

DATE: 5 DECEMBER 1967

DATA BASIS: ESTIMATED

STOPPING CAPABILITY CHART

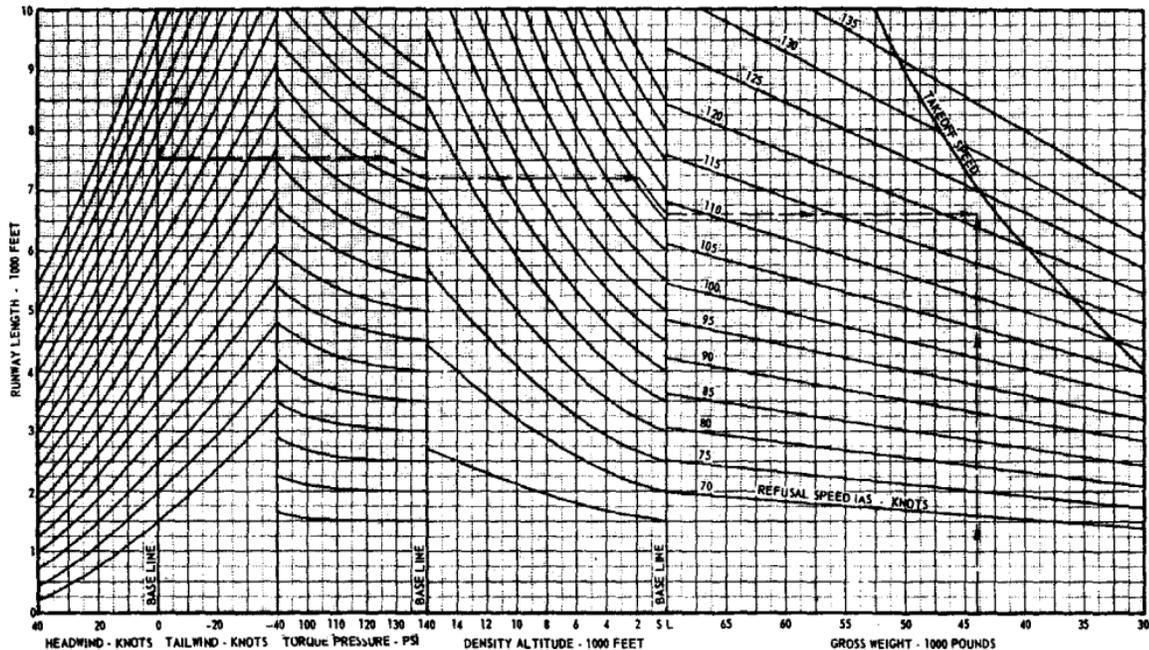
ENGINES: R2800-97/99W



REFUSAL SPEED (0° FLAP)

MODEL: T29A/B/T29C/D
 DATE: 15 MARCH 1955
 DATA BASIS: FLIGHT TEST

ENGINES: R2800-97/R2800-99W



CONDITIONS:

- (1) WING FLAPS AT 0°
- (2) DRY HARD SURFACE RUNWAY
- (3) NACELLE FLAPS MIDPOSITION
- (4) CABIN COMPRESSOR ON

45,447D

NOTES:

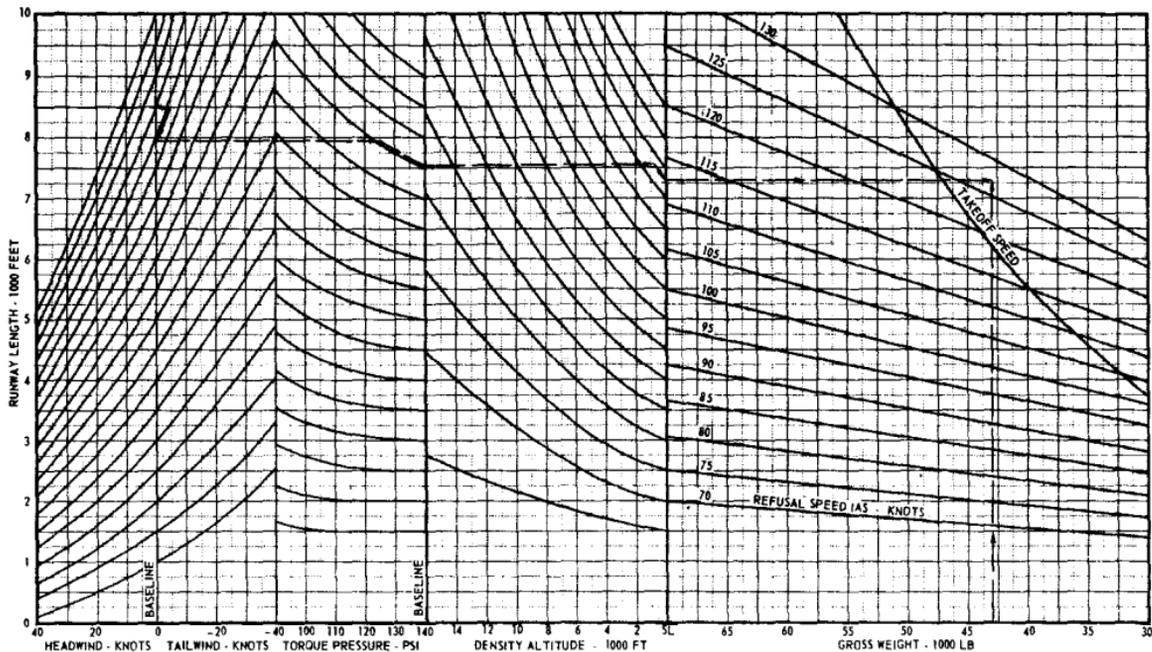
- (1) TORQUE PRESSURE IS FOR LEFT ENGINE. RIGHT ENGINE TORQUE PRESSURE WILL BE 4.0 PSI LOWER.
- (2) 100% WIND ACCOUNTABILITY
- (3) BASED ON PILOT REACTION TIME 6 SECONDS.

T.O. 1T-29A-1CL-1

MODEL: T29A/B / T-29C/D
 DATE: 15 MARCH 1955
 DATA BASIS: FLIGHT TEST

REFUSAL SPEED (6° FLAP)

ENGINES: R2800-97 / R2800-99W



CONDITIONS: (1) WING FLAPS AT 6°
 (2) DRY HARD SURFACE RUNWAY
 (3) NACELLE FLAPS MIDPOSITION
 (4) CABIN COMPRESSOR ON

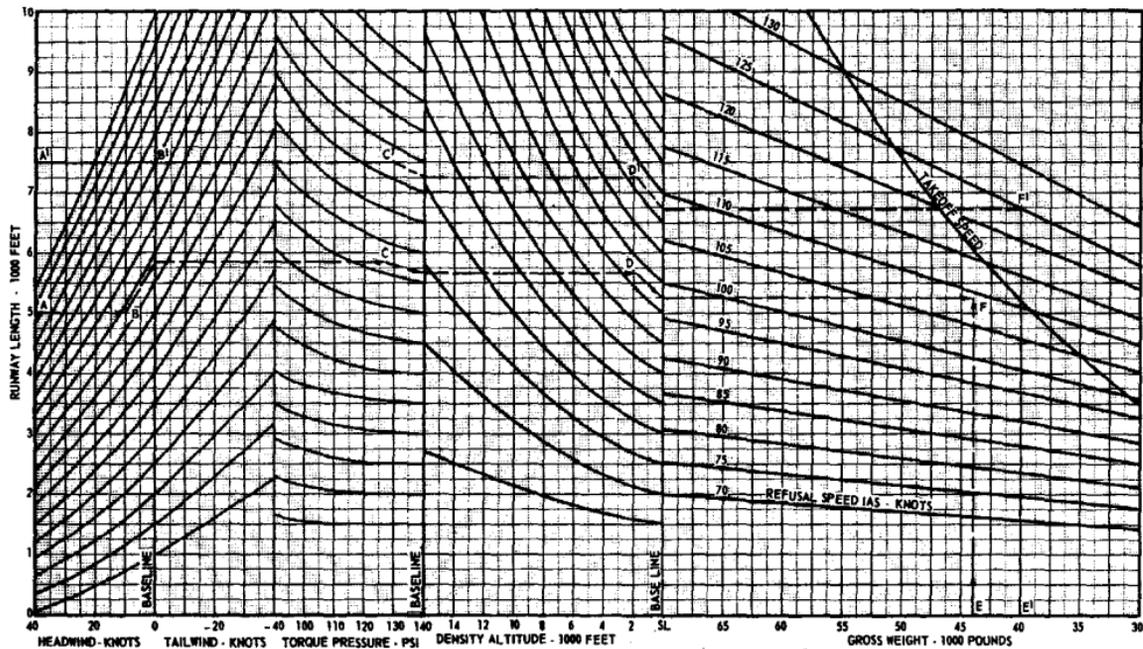
NOTES: (1) TORQUE PRESSURE IS FOR LEFT ENGINE. RIGHT ENGINE TORQUE PRESSURE WILL BE 4.0 PSI LOWER.
 (2) 100% WIND ACCOUNTABILITY
 (3) BASED ON PILOT REACTION TIME 6 SECONDS.

45,444D

MODEL: T29A/B/T29C/D
 DATE: 15 MARCH 1955
 DATA BASIS: FLIGHT TEST

REFUSAL SPEED (12° FLAP)

ENGINES: R2800-97/R2800-99W



CONDITIONS: (1) WING FLAPS AT 12°
 (2) DRY HARD SURFACE RUNWAY
 (3) NACELLE FLAPS MIDPOSITION
 (4) CABIN COMPRESSOR ON

NOTES: (1) TORQUE PRESSURE IS FOR LEFT ENGINE.
 RIGHT ENGINE TORQUE PRESSURE WILL BE 4.0 PSI
 LOWER
 (2) 100% WIND ACCOUNTABILITY
 (3) BASED ON PILOT REACTION TIME 6 SECONDS.

T.O. 1T-29A-1CL-1

DRIFTDOWN - ONE ENGINE INOPERATIVE									
METO POWER									
DENSITY ALTITUDE		GROSS WEIGHT - POUNDS							
		43,000	42,000	41,000	40,000	39,000	38,000	37,000	36,000
20,000	DISTANCE TRAVELED	225	221	219	214	205	175	155	146
	FINAL ALTITUDE	7500	8200	9700	11,300	13,200	14,500	15,300	16,100
19,000	DISTANCE TRAVELED	216	214	211	205	193	166	144	134
	FINAL ALTITUDE	7500	8200	9500	11,100	13,100	14,200	15,200	16,100
18,000	DISTANCE TRAVELED	210	207	204	197	185	159	129	115
	FINAL ALTITUDE	7400	8100	9300	11,000	12,900	14,100	15,200	15,900
17,000	DISTANCE TRAVELED	202	199	194	186	173	148	115	94
	FINAL ALTITUDE	7300	8100	9200	10,900	12,500	14,000	15,000	15,900
16,000	DISTANCE TRAVELED	194	190	185	176	161	135	95	61
	FINAL ALTITUDE	7300	8000	9100	10,700	12,700	13,900	15,000	15,600
15,000	DISTANCE TRAVELED	186	180	173	162	140	111	70	
	FINAL ALTITUDE	7200	7900	8900	10,600	12,200	13,500	14,700	
14,000	DISTANCE TRAVELED	175	170	164	147	121	83	20	
	FINAL ALTITUDE	7200	7800	8700	10,300	11,900	13,100	13,900	
13,000	DISTANCE TRAVELED	164	159	152	133	100	58		
	FINAL ALTITUDE	7100	7800	8600	10,100	11,500	12,600		
12,000	DISTANCE TRAVELED	154	148	141	117	75	13		
	FINAL ALTITUDE	7100	7700	8400	10,000	11,200	11,900		
11,000	DISTANCE TRAVELED	140	132	123	95	45			
	FINAL ALTITUDE	7000	7600	8300	9700	10,500			
10,000	DISTANCE TRAVELED	125	115	101	72	11			
	FINAL ALTITUDE	6900	7500	8100	9300	9900			
9000	DISTANCE TRAVELED	109	95	73	38				
	FINAL ALTITUDE	6800	7500	8000	8700				
8000	DISTANCE TRAVELED	89	63	29					
	FINAL ALTITUDE	6700	7300	7800					
							GROSS WT POUNDS	RECOM- MENDED SPEED-KIAS	
							32,000	118	
							34,000	120	
							36,000	122	
							38,000	123	
							40,000	125	
							42,000	127	
							44,000	129	

T.O. 1T-29A-1CL-1

DRIFTDOWN - ONE ENGINE INOPERATIVE										C	D
METO POWER											
DENSITY ALTITUDE		GROSS WEIGHT - POUNDS									
		43,000	42,000	41,000	40,000	39,000	38,000	37,000	36,000		
20,000	DISTANCE TRAVELED	225	211	195	171	141	135	128	120		
	FINAL ALTITUDE	9900	11,200	12,500	13,500	14,400	15,000	15,700	16,400		
19,000	DISTANCE TRAVELED	218	206	188	164	132	125	116	108		
	FINAL ALTITUDE	9800	11,200	12,400	13,400	14,300	14,900	15,600	16,300		
18,000	DISTANCE TRAVELED	213	199	181	159	123	115	105	93		
	FINAL ALTITUDE	9700	11,100	12,300	13,300	14,200	14,900	15,600	16,200		
17,000	DISTANCE TRAVELED	205	191	175	149	110	101	89	68		
	FINAL ALTITUDE	9700	11,000	12,200	13,300	14,100	14,800	15,500	16,100		
16,000	DISTANCE TRAVELED	198	182	164	141	96	85	65	31		
	FINAL ALTITUDE	9600	10,900	12,100	13,200	14,000	14,700	15,300	15,900		
15,000	DISTANCE TRAVELED	189	171	151	127	79	59				
	FINAL ALTITUDE	9500	10,800	11,900	13,000	13,900	14,500				
14,000	DISTANCE TRAVELED	178	159	137	108	65					
	FINAL ALTITUDE	9300	10,600	11,700	12,800	13,800					
13,000	DISTANCE TRAVELED	163	144	116	80						
	FINAL ALTITUDE	9300	10,500	11,400	12,500						
12,000	DISTANCE TRAVELED	147	125	92	39						
	FINAL ALTITUDE	9100	10,200	11,100	11,700						
11,000	DISTANCE TRAVELED	123	103	56							
	FINAL ALTITUDE	8900	9900	10,600							
10,000	DISTANCE TRAVELED	101	76								
	FINAL ALTITUDE	8700	9400								
9000	DISTANCE TRAVELED	66									
	FINAL ALTITUDE	8300									
8000	DISTANCE TRAVELED										
	FINAL ALTITUDE										
							GROSS WT POUNDS	RECOM- MENDED SPEED - KIAS			
							32,000	115			
							34,000	117			
							36,000	119			
							38,000	121			
							40,000	123			
							42,000	125			
							44,000	127			

T-29A-CL-28

T.O. 1T-29A-1CL-1

POWER SCHEDULE

MODEL: T-29A/B

1000 BHP/ENG

DATE: 20 NOVEMBER 1973

DATA BASIS: ENGINE MANUFACTURER'S DATA

ENGINES: R2800 - 97

PRESSURE ALTITUDE (FT)	MANIFOLD PRESSURE (IN. HG) CARBURETOR AIR TEMPERATURE								BLOWER	RPM	NOMINAL TORQUE PRESSURE (PSI)	NOMINAL FUEL FLOW (PPH)
	-30°C	-20°C	-10°C	0°C	+10°C	+20°C	+30°C	+40°C				
21,000	F.T.											
20,000	30.6 F.T.											
19,000	30.7	31.3	F.T.		F.T.							
18,000	30.8	31.4	31.9	32.5	F.T.		F.T.		HIGH	2300	69	490
17,000	30.8	31.5	32.1	32.5	33.1	33.7	F.T.					
16,000	27.8	31.5	32.1	32.7	33.3	33.7	34.3	F.T.				
15,000	27.9	28.4	32.2	32.8	33.3	33.9	34.3	34.8				
14,000	28.1	28.6	29.1	32.8	33.4	34.0	34.6	34.9				
13,000	28.3	28.9	29.4	29.8	33.4	34.0	34.6	35.1				
12,000	29.3	29.9	29.6	30.1	30.4	31.0	34.7	35.2	HIGH	2200	72	480
11,000	29.2	30.0	30.6	30.3	30.8	31.3	31.8	35.2				
10,000	29.9	30.0	30.6	31.2	31.7	31.5	32.0	32.3	LOW	2300	69	474
9,000	30.1	30.7	30.8	31.4	31.8	32.4	32.2	32.7	LOW	2200	72	463
8,000	30.3	31.0	31.5	31.5	32.1	32.7	33.0	32.9				
7,000	30.5	31.2	31.8	32.4	32.9	32.9	33.4	33.6	LOW	2100	75	454
6,000	30.7	31.4	32.0	32.6	33.2	33.8	33.6	34.2	LOW	2000	79	447
5,000	30.9	31.6	32.2	32.8	33.4	34.0	34.6	35.1				
4,000	31.1	31.8	32.4	33.0	33.6	34.2	34.8	35.3				
3,000	31.4	32.0	32.6	33.2	33.8	34.4	35.0	35.6	LOW	1900	83	440
2,000	31.6	32.2	32.9	33.5	34.1	34.7	35.3	35.8				
1,000	31.8	32.4	33.1	33.7	34.3	34.9	35.5	36.1				
S.L.	32.0	32.6	33.3	33.9	34.5	35.1	35.7	36.3				

NOTES:

- (1) MANUAL LEAN MIXTURE SETTING ESTABLISHED BY 7 PSI TORQUE PRESSURE DROP FROM BEST POWER.
- (2) F.T. INDICATES FULL THROTTLE.
- (3) NO CABIN PRESSURIZATION LOAD.

10,784C

T. O. 1T-29A-1CL-1

POWER SCHEDULE

MODEL: T-29A/B

DATE: 20 NOVEMBER 1973

DATA BASIS: ENGINE MANUFACTURER'S DATA

1060 BHP/ENG

ENGINES: R2900 - 97

PRESSURE ALTITUDE (FT)	MANIFOLD PRESSURE (IN. HG) CARBURETOR AIR TEMPERATURE								BLOWER	RPM	NOMINAL TORQUE PRESSURE (PSI)	NOMINAL FUEL FLOW (PPH)
	-30°C	-20°C	-10°C	0°C	+10°C	+20°C	+30°C	+40°C				
25,000												
24,000												
23,000												
22,000												
21,000												
20,000												
19,000	F.T.											
18,000	31.8	F.T.										
17,000	31.9	32.4	F.T.	F.T.								
16,000	31.9	32.6	33.1	33.7	F.T.							
15,000	32.0	32.6	33.2	33.7	34.3	F.T.			HIGH	2300	72	510
14,000	28.7	32.7	33.3	33.9	34.3	34.9	F.T.	F.T.				
13,000	28.8	29.4	33.3	34.0	34.6	35.2	35.4	36.0				
12,000	29.1	29.6	30.1	34.0	34.6	35.2	35.8	36.0				
11,000	29.6	29.8	30.4	30.8	31.3	35.3	35.9	36.5				
10,000	29.8	30.4	30.5	31.1	31.4	32.0	35.9	36.5	HIGH	2200	75	500
9,000	29.9	30.5	31.1	31.7	31.8	32.1	32.6	36.6				
8,000	30.1	30.7	31.3	31.9	32.5	32.5	33.1	33.3	LOW	2300	72	490
7,000	30.2	30.9	31.5	32.1	32.6	33.2	33.3	33.8	LOW	2200	75	482
6,000	30.4	31.0	31.6	32.2	32.8	33.4	33.9	34.5				
5,000	30.6	31.2	31.8	32.4	33.0	33.6	34.1	34.7				
4,000	30.7	31.3	32.0	32.6	33.1	33.7	34.3	34.9				
3,000	30.9	31.5	32.1	32.7	33.3	33.9	34.5	35.0	LOW	2100	79	473
2,000	31.0	31.7	32.3	32.9	33.5	34.1	34.7	35.2				
1,000	31.2	31.8	32.4	33.1	33.7	34.2	34.8	35.4				
S.L.	31.3	32.0	32.6	33.2	33.8	34.4	35.0	35.6				
	31.5	32.2	32.7	33.4	34.0	34.6	35.2	35.8				

NOTES:

- (1) MANUAL LEAN MIXTURE SETTING ESTABLISHED BY 7 PSI TORQUE PRESSURE DROP FROM BEST POWER.
- (2) F.T. INDICATES FULL THROTTLE.
- (3) NO CABIN PRESSURIZATION LOAD.

10,706C

T.O. 1T-29A-1CL-1

POWER SCHEDULE

MODEL: T-29A/B

1100 BHP/ENG

DATE: 20 NOVEMBER 1973

DATA BASIS: ENGINE MANUFACTURER'S DATA

ENGINES: R2800 - 97

PRESSURE ALTITUDE (FT)	MANIFOLD PRESSURE (IN. HG) CARBURETOR AIR TEMPERATURE								BLOWER	RPM	NOMINAL TORQUE PRESSURE (PSI)	NOMINAL FUEL FLOW (PPH)
	-30°C	-20°C	-10°C	0°C	+10°C	+20°C	+30°C	+40°C				
21,000	F.T.											
20,000	F.T.											
19,000	32.9	F.T.										
18,000	32.9	33.6	F.T.									
17,000	32.8	33.6	34.3	F.T.								
16,000	33.0	33.8	34.3	34.9	F.T.							
15,000	33.1	33.7	34.4	35.0	35.6	F.T.		HIGH	2300	75	532	
14,000	33.2	33.8	34.5	35.2	35.8	35.9	36.8	F.T.				
13,000	29.9	30.5	34.6	35.3	35.9	36.5	36.8	37.5				
12,000	30.3	30.9	31.2	31.8	32.3	36.7	37.3	37.5				
11,000	30.5	31.0	31.6	31.9	32.4	33.1	37.4	38.0				
10,000	30.7	31.4	31.7	32.3	32.9	33.2	33.7	38.1	HIGH	2200	79	518
9,000	30.8	31.5	32.1	32.7	33.1	33.7	33.9	34.5				
8,000	31.0	31.7	32.3	32.9	33.5	33.8	34.3	34.7	LOW	2300	75	514
7,000	31.2	31.8	32.5	33.1	33.7	34.3	34.8	35.0	LOW	2200	79	502
6,000	31.3	31.9	32.6	33.2	33.8	34.4	35.0	35.6				
5,000	31.5	32.1	32.8	33.4	34.0	34.6	35.2	35.8				
4,000	31.7	32.3	33.0	33.6	34.2	34.8	35.4	36.0				
3,000	31.8	32.4	33.2	33.7	34.3	34.9	35.5	36.1	LOW	2100	83	493
2,000	32.0	32.6	33.3	33.9	34.5	35.1	35.7	36.3				
1,000	32.2	32.8	33.5	34.1	34.7	35.3	35.9	36.5				
S.L.	32.4	33.0	33.7	34.3	34.9	35.5	36.1	36.7				

NOTES:

- (1) MANUAL LEAN MIXTURE SETTING ESTABLISHED BY 7 PSI TORQUE PRESSURE DROP FROM BEST POWER.
- (2) F.T. INDICATES FULL THROTTLE.
- (3) NO CABIN PRESSURIZATION LOAD.

10,765E

T.O. 1T-29A-1CL-1

POWER SCHEDULE

MODEL: T-29A/B

DATE: 20 NOVEMBER 1973

1150 BHP/ENG

DATA BASIS: ENGINE MANUFACTURER'S DATA

ENGINES: R2800 - 97

PRESSURE ALTITUDE (FT)	MANIFOLD PRESSURE (IN. HG) CARBURETOR AIR TEMPERATURE								BLOWER	RPM	NOMINAL TORQUE PRESSURE (PSI)	NOMINAL FUEL FLOW (PPH)
	-30°C	-20°C	-10°C	0°C	+10°C	+20°C	+30°C	+40°C				
13,000	30.7	F.T.										
12,000	30.8	31.4	F.T.									
11,000	31.2	31.8	32.1	F.T.	F.T.							
10,000	31.3	31.9	32.6	32.8	33.4	F.T.						
9,000	31.4	32.1	32.7	33.3	33.5	34.1	F.T.	F.T.				
8,000	31.6	32.2	32.8	33.4	34.1	34.6	34.8	35.4				
7,000	31.7	32.3	33.0	33.6	34.2	34.8	35.4	35.5				
6,000	31.8	32.5	33.1	33.7	34.3	34.9	35.5	36.1				
5,000	32.0	32.6	33.2	33.9	34.5	35.1	35.7	36.3				
4,000	32.1	32.7	33.4	34.0	34.6	35.2	35.8	36.4				
3,000	32.2	32.9	33.5	34.1	34.8	35.4	36.0	36.6	LOW	2200	83	520
2,000	32.3	33.0	33.7	34.3	34.9	35.5	36.1	36.7				
1,000	32.5	33.1	33.8	34.4	35.0	35.7	36.3	36.9				
S.L.	32.6	33.3	33.9	34.6	35.2	35.8	36.4	37.0				

NOTES:

- (1) MANUAL LEAN MIXTURE SETTING ESTABLISHED BY 7 PSI TORQUE PRESSURE DROP FROM BEST POWER.
- (2) F.T. INDICATES FULL THROTTLE.
- (3) NO CABIN PRESSURIZATION LOAD.

10,707C

T.O. 1T-29A-1CL-1

POWER SCHEDULE

MODEL: T-29A/B

1200 BHP/ENG

DATE: 20 NOVEMBER 1973

DATA BASIS: ENGINE MANUFACTURER'S DATA

ENGINES: R2800 - 97

PRESSURE ALTITUDE (FT)	MANIFOLD PRESSURE (IN. HG) CARBURETOR AIR TEMPERATURE								BLOWER	RPM	NOMINAL TORQUE PRESSURE (PSI)	MINIMUM FUEL FLOW (PPH)	DESIRED FUEL FLOW (PPH)			
	-30°C	-20°C	-10°C	0°C	+10°C	+20°C	+30°C	+40°C								
20,000	33.7	F.T.														
19,000	33.5	34.4	F.T.													
18,000	33.5	34.2	35.1	35.8	F.T.				HIGH	2500	76	750	785			
17,000	33.6	34.2	34.9	35.6	36.5	F.T.										
16,000	29.8	34.3	34.9	35.6	36.2	37.1				HIGH	2400	79	735	770		
15,000	29.9	30.3	35.0	35.6	36.3	36.9										
14,000	30.0	30.6	31.0	35.7	36.3	36.9				HIGH	2400	79	735	770		
13,000	30.5	30.7	31.3	31.7	32.3	37.0										
12,000	31.0	31.2	31.8	32.0	32.4	32.9				LOW	2500	76	700	730		
11,000	31.1	31.7	31.9	32.5	32.7	33.3	33.6	34.2								
10,000	31.8	31.8	32.4	32.7	33.2	33.4	34.0	34.3				LOW	2400	79	685	715
9,000	31.7	32.3	32.5	33.2	33.8	33.9	34.5	34.6								
8,000	31.8	32.5	33.1	33.7	33.9	34.5	34.6	35.2				LOW	2300	83	675	705
7,000	32.0	32.6	33.2	33.9	34.5	34.6	35.1	35.7								
6,000	32.1	32.7	33.4	34.0	34.6	35.2	35.8	35.8				LOW	2200	86	665	695
5,000	32.2	32.9	33.5	34.2	34.8	35.4	36.0	36.6								
4,000	32.4	33.0	33.7	34.3	34.9	35.5	36.1	36.7				LOW	2100	90	650	680
3,000	32.5	33.1	33.8	34.4	35.1	35.7	36.3	36.9								
2,000	32.6	33.3	33.9	34.6	35.2	35.8	36.4	37.0				LOW	2100	90	650	680
1,000	32.8	33.4	34.1	34.7	35.3	36.0	36.6	37.2								
S.L.	32.9	33.6	34.2	34.9	35.5	36.1	36.7	37.3								

NOTES:

- (1) AUTO RICH MIXTURE, FUEL FLOW MAY BE MANUALLY ADJUSTED, IF REQUIRED.
- (2) MINIMUM FUEL FLOWS ARE ENGINE MANUFACTURER'S DATA.
- (3) F.T. INDICATES FULL THROTTLE.
- (4) NO CABIN PRESSURIZATION LOAD.
- (5) MAXIMUM CAT 15°C IN HIGH BLOWER.

T. O. 1T-29A-1CL-1

MODEL: T-29C/D
DATE: 7 APRIL 1957

DATA BASIS: ENGINE MANUFACTURER'S DATA

POWER SCHEDULE 1000 BHP/ENG

ENGINES: R2900-99W

MANUAL LEAN FROM BEST POWER

PRESSURE ALTITUDE (FEET)	MANIFOLD PRESSURE (IN. HG) CARBURETOR AIR TEMPERATURE								BLOWER	RPM	NOMINAL TORQUE (PSI)	NOMINAL FUEL FLOW (PPH)
	-30°C	-20°C	-10°C	0°C	+10°C	+20°C	+30°C	+38°C				
23,000	29.1	29.7	F.T.	F.T.					HIGH	2300	69	491
22,000	29.1	29.7	30.3	30.9	F.T.							
21,000	29.2	29.7	30.3	30.9	31.4	F.T.			HIGH	2300	69	491
20,000	29.5	29.8	30.3	30.9	31.4	32.0	F.T.					
19,000	29.6	30.2	30.7	30.9	31.4	32.0	32.6		HIGH	2200	72	480
18,000	27.0	27.5	28.8	31.3	31.5	32.0	32.6					
17,000	27.3	27.7	28.3	31.4	31.8	32.0	32.6		HIGH	2200	72	480
16,000	27.8	28.3	28.4	28.9	31.9	32.4	32.6					
15,000	27.9	28.5	29.1	29.0	29.8	32.5	33.0		HIGH	2100	76	468
14,000	28.8	29.4	29.2	29.7	29.7	30.1	33.0					
13,000	28.9	29.5	30.1	29.8	30.4	30.2	30.8	31.2	LOW	2200	72	463
12,000	29.0	30.3	30.2	30.7	30.5	31.1	31.7	31.4				
11,000	30.4	30.6	31.2	30.9	31.4	31.3	31.9	32.3	LOW	2100	76	455
10,000	30.5	31.1	31.3	31.9	31.5	32.1	32.7	32.4				
9,000	30.7	31.3	32.0	32.1	32.0	32.2	32.8	33.2	LOW	2000	79	450
8,000	30.9	31.5	32.1	32.6	32.8	33.4	34.0	33.4				
7,000	31.1	31.7	32.3	32.9	33.5	34.3	34.3	34.6	LOW	1900	83	445
6,000	33.3	31.9	32.3	33.1	33.7	34.3	34.9	35.3				
5,000	33.4	32.1	32.7	33.3	33.9	34.5	35.1	35.5	LOW	1850	86	440
4,000	33.6	32.3	32.9	33.6	34.2	34.8	35.4	35.8				
3,000	33.9	32.5	33.1	33.8	34.3	35.0	35.6	36.0	LOW	1850	86	440
2,000	32.0	32.7	33.3	33.9	34.5	35.1	35.7	36.1				
1,000	32.3	32.9	33.6	34.2	34.8	35.4	36.0	36.4				

NOTES:

- (1) MANUAL LEAN MIXTURE SETTING ESTABLISHED BY 7 PSI TORQUE PRESSURE DROP FROM BEST POWER.
- (2) F.T. INDICATES FULL THROTTLE
- (3) NO CABIN PRESSURIZATION LOAD.

24,2080

T.O. 1T-29A-1CL-1

MODEL: T-29C/D
DATE: 1 APRIL 1957
DATA BASIS: ENGINE MANUFACTURER'S DATA

POWER SCHEDULE

1050 BHP/ENG

ENGINES: R2800-99W

PRESSURE ALTITUDE (FEET)	MANIFOLD PRESSURE (IN. HG) CARBURETOR AIR TEMPERATURE								BLOWER	RPM	NOMINAL TORQUE (PSI)	NOMINAL FUEL FLOW (PPH)
	-30°C	-20°C	-10°C	0°C	-10°C	-20°C	-30°C	-38°C				
23,000	30.6	F.T.	F.T.						HIGH	2300	72	515
22,000	30.4	31.0	31.6	F.T.								
21,000	30.3	30.9	31.7	32.2	F.T.	F.T.			HIGH	2200	76	500
20,000	30.4	31.0	31.5	32.2	32.8	33.3						
19,000	30.7	31.3	31.6	32.2	32.9	33.4			HIGH	2100	80	490
18,000	28.2	31.5	31.9	32.3	32.7	33.3						
17,000	28.3	28.9	32.1	32.6	32.8	33.4			HIGH	2100	80	490
16,000	28.8	29.0	29.6	32.7	33.2	33.9						
15,000	28.9	29.5	29.7	30.2	33.3	34.0			HIGH	2100	80	490
14,000	29.8	29.7	30.3	30.3	30.9	31.4						
13,000	29.9	30.5	30.5	31.0	31.0	31.5			LOW	2200	76	485
12,000	30.4	30.7	31.2	31.1	31.7	32.3	32.3	32.7				
11,000	30.6	31.2	31.3	32.0	32.0	32.5	32.5	32.9	LOW	2100	80	475
10,000	30.7	31.3	31.9	F.T.	32.8	33.2	33.1	33.6				
9,000	30.8	31.5	32.1	32.7	33.3	33.8	33.8	33.8	LOW	2000	83	470
8,000	31.0	31.6	32.3	32.8	33.5	34.0	34.0	34.5				
7,000	31.2	31.8	32.4	33.0	33.7	34.2	34.8	34.6	LOW	1950	86	465
6,000	31.3	32.0	32.6	33.2	33.8	34.4	35.0	35.4				
5,000	31.5	32.1	32.8	33.4	34.0	34.6	35.2	35.6	LOW	1950	86	465
4,000	31.7	32.3	32.9	33.6	34.2	34.8	35.4	35.8				
3,000	31.9	32.5	33.2	33.8	34.4	35.0	35.6	36.0	LOW	1950	86	465
2,000	32.1	32.7	33.4	34.0	34.6	35.2	35.8	36.2				
1,000	32.3	32.9	33.6	34.2	34.8	35.4	36.0	36.4	LOW	1950	86	465

NOTES:

- (1) MANUAL LEAN MIXTURE SETTING ESTABLISHED BY 7 PSI TORQUE PRESSURE DROP FROM BEST POWER.
- (2) F.T. INDICATES FULL THROTTLE.
- (3) NO CABIN PRESSURIZATION LOAD.

T.O. 1T-29A-1CL-1

MODEL: T-29C/D
DATE: 1 APRIL 1957
DATA BASIS: ENGINE MANUFACTURER'S DATA

POWER SCHEDULE

1100 BHP/ENG

ENGINES: R2800-99W

MANUAL LEAN FROM BEST POWER

PRESSURE ALTITUDE (FEET)	MANIFOLD PRESSURE (IN. HG) CARBURETOR AIR TEMPERATURE								BLOWER	RPM	NOMINAL TORQUE PRESSURE (PSI)	NOMINAL FUEL FLOW (PPH)
	-30°C	-20°C	-10°C	0°C	+10°C	+20°C	+30°C	+38°C				
21,000	31.6	32.1	F.T.	F.T.					HIGH	2300	74	335
20,000	31.6	32.1	32.8	33.4	F.T.							
19,000	31.7	32.1	32.8	33.5	34.0	F.T.						
18,000	31.9	32.2	32.9	33.4	34.1	34.6	F.T.					
17,000	32.0	32.4	33.1	33.5	34.0	34.6	35.1					
16,000	29.3	29.9	33.2	33.7	34.1	34.6	35.1					
15,000	30.1	30.1	30.6	33.8	34.3	34.6	35.1		HIGH	2200	79	520
14,000	30.2	30.7	30.7	31.3	34.4	35.1	35.1					
13,000	31.0	30.9	31.3	31.4	32.0	35.2	35.7		HIGH	2100	83	510
12,000	31.1	31.7	31.7	32.2	32.2	32.8	35.7					
11,000	31.2	31.9	32.5	32.3	32.9	33.0	33.6	34.0	LOW	2200	79	505
10,000	31.3	32.0	32.6	33.2	33.0	33.6	34.2	34.1				
9,000	31.5	32.1	32.8	33.4	34.0	33.7	34.3	34.7	LOW	2100	83	495
8,000	31.7	32.3	33.0	33.5	34.2	34.8	35.4	34.9				
7,000	31.9	32.5	33.1	33.7	34.3	35.0	35.6	36.0	LOW	2000	87	490
6,000	32.1	32.7	33.4	34.0	34.6	35.2	35.8	36.2				
5,000	32.2	32.8	33.5	34.1	34.7	35.3	35.9	36.3				
4,000	32.3	33.0	33.7	34.3	34.9	35.5	36.1	36.5				
3,000	32.6	33.3	34.0	34.6	35.2	35.8	36.4	36.8				
2,000	32.7	33.4	34.1	34.7	35.3	35.9	36.5	37.0				
1,000	32.8	33.5	34.2	34.8	35.4	36.0	36.7	37.2				

NOTES:

- (1) MANUAL LEAN MIXTURE SETTING ESTABLISHED BY 7 PSI TORQUE PRESSURE DROP FROM BEST POWER.
- (2) F.T. INDICATES FULL THROTTLE.
- (3) NO CABIN PRESSURIZATION LOAD.

T. O. 1T-29A-1CL-1

MODEL: T-29C/D
DATE: 1 APRIL 1957

POWER SCHEDULE

DATA BASIS: ENGINE MANUFACTURER'S DATA

1150 BHP ENG

ENGINES: R2800-99W

PRESSURE ALTITUDE (FT)	MANIFOLD PRESSURE (IN Hg) CARBURETOR AIR TEMPERATURE								BLOWER	RPM	NOMINAL TORQUE (PSI)	NOMINAL FUEL FLOW (PPH)
	-30° C	-20° C	-10° C	0° C	-10° C	20° C	30° C	38° C				
20,000	33.2	F.T.							HIGH	2300	80	533
19,000	33.2	33.8	F.T.									
18,000	33.0	33.6	34.4	F.T.								
17,000	33.0	33.6	34.3	35.1	F.T.							
16,000	33.0	33.6	34.3	34.9	35.6	F.T.						
15,000	32.9	33.6	34.2	34.8	35.5	36.2	F.T.					
14,000	30.7	31.4	32.0	34.8	35.5	36.2	36.7					
13,000	30.8	31.4	32.1	32.7	35.4	36.0	36.7					
12,000	31.3	31.9	32.6	32.8	33.3	36.0	36.7					
11,000	31.6	32.2	32.8	33.4	33.5	34.1	34.6	35.0				
10,000	31.7	32.3	33.0	33.6	34.2	34.2	34.8	35.2	LOW	2200	83	522
9,000	31.8	32.4	33.1	33.7	34.3	34.9	35.5	35.3				
8,000	31.9	32.6	33.2	33.8	34.5	35.1	35.7	35.9	LOW	2100	87	513
7,000	32.0	32.7	33.3	33.9	34.6	35.2	35.8	36.0				
6,000	32.2	32.8	33.5	34.1	34.8	35.4	35.9	36.2				
5,000	32.4	33.0	33.7	34.3	34.9	35.5	36.2	36.5				
4,000	32.6	33.2	33.9	34.6	35.2	35.8	36.4	36.8				
3,000	32.8	33.4	34.1	34.8	35.4	36.0	36.6	37.0				
2,000	32.9	33.6	34.3	34.9	35.5	36.1	36.8	37.2				
1,000	33.2	33.9	34.6	35.2	35.8	36.4	37.1	37.5				

NOTES:

- (1) MANUAL LEAN MIXTURE SETTING ESTABLISHED BY 7 PSI TORQUE PRESSURE DROP FROM BEST POWER.
- (2) F.T. INDICATES FULL THROTTLE.
- (3) NO CABIN PRESSURIZATION LOAD.

T.O. 1T-29A-1CL-1

MODEL: T-29C/D
 DATE: 1 APRIL 1957
 DATA BASIS: ENGINE MANUFACTURER'S DATA

POWER SCHEDULE 1200 BHP/ENG

ENGINES: R2800-99W

PRESSURE ALTITUDE (FEET)	MANIFOLD PRESSURE (IN. HG) CARBURETOR AIR TEMPERATURE								BLOWER	RPM	NOMINAL TORQUE (PSI)	MINIMUM FUEL FLOW (PPH)	DESIRED FUEL FLOW (PPH)						
	-30°C	-20°C	-10°C	0°C	+10°C	+20°C	+30°C	+38°C											
19,000	34.1	F. T.										HIGH	2300	82.5	575	700			
18,000	33.9	34.6	F. T.																
17,000	33.9	34.6	35.3	36.0	F. T.														
16,000	31.3	34.5	35.2	35.8	36.5	F. T.		F. T.											
15,000	31.3	31.9	35.2	35.8	36.4	37.1	37.7												
14,000	31.7	32.1	32.7	33.3	36.4	37.0		37.6											
13,000	31.8	32.4	32.8	33.4	34.0	37.0		37.6											
12,000	31.9	32.5	33.1	33.7	34.0	34.6	37.6												
11,000	32.0	32.7	33.3	34.0	34.6	34.8	35.4	35.8		LOW	2300						82	555	
10,000	32.7	32.8	33.5	34.1	34.7	35.3	35.4	35.8											
9,000	32.3	33.0	33.7	34.3	34.9	35.5	36.1	36.5		LOW	2200	87	542						
8,000	32.6	33.2	33.8	34.4	35.1	35.7	36.3	36.7											
7,000	32.7	33.3	34.0	34.6	35.2	35.9	36.5	37.0											
6,000	32.8	33.5	34.2	34.8	35.5	36.1	36.6	37.1											
5,000	33.0	33.7	34.4	35.0	35.6	36.3	36.9	37.3											
4,000	33.2	33.9	34.6	35.3	35.9	36.5	37.1	37.6											
3,000	33.4	34.0	34.7	35.4	36.0	36.6	37.2	37.7											
2,000	33.6	34.3	35.0	35.6	36.2	36.8	37.5	38.0											
1,000	33.8	34.5	35.2	35.8	36.4	37.0	37.7	38.2											

NOTES:

- (1) MANUAL LEAN MIXTURE SETTING IN LOW BLOWER ESTABLISHED BY 7 PSI TORQUE PRESSURE DROP FROM BEST POWER.
- (2) MANUAL ADJUST TO DESIRED FUEL FLOW IN HIGH BLOWER.
- (3) F. T. INDICATES FULL THROTTLE.
- (4) NO CABIN PRESSURIZATION LOAD.

T.O. 1T-29A-1CL-1

CLIMB POWER SCHEDULE

MODEL: T-29A/B

2400 RPM - 1400 BHP

DATE: 20 NOVEMBER 1973

MIXTURE AUTO RICH

DATA BASIS: ENGINE MANUFACTURER'S DATA

ENGINES: R2800 - 97

PRESSURE ALTITUDE (FT)	MANIFOLD PRESSURE (IN. HG) CARBURETOR AIR TEMPERATURE								BLOWER	RPM	NOMINAL TORQUE PRESSURE (PSI)	MINIMUM FUEL FLOW (PPH)	DESIRED FUEL FLOW (PPH)
	-30	-20	-10	0	+10	+20	+30	+40					
17,000	F.T.								HIGH	2400	92	905	945
16,000	37.3 F.T.												
15,000	37.4 38.2 F.T.												
14,000	37.5 38.3 39.0 F.T.												
13,000	37.6 38.4 39.2 39.9 F.T. F.T. SEE NOTE (3)												
12,000	37.8 38.5 39.3 40.0 40.8 41.5												
11,000	34.1 38.7 39.4 40.2 40.9 41.6												
10,000	34.2 34.9 35.6 40.3 41.0 41.7												
9,000	34.3 35.0 35.7 36.3 41.2 41.9												
8,000	34.4 35.1 35.8 36.4 37.1 42.0												
7,000	34.5 35.2 35.9 36.5 37.2 37.8 38.5								LOW	2400	92	830	865
6,000	34.6 35.3 36.0 36.6 37.3 37.9 38.6 39.2												
5,000	34.6 35.4 36.0 36.7 37.4 38.0 38.7 39.3												
4,000	34.7 35.4 36.1 36.8 37.5 38.1 38.8 39.4												
3,000	34.8 35.5 36.2 36.9 37.6 38.2 38.9 39.5												
2,000	34.9 35.6 36.3 37.0 37.7 38.3 39.0 39.6												
1,000	35.0 35.7 36.4 37.1 37.8 38.4 39.1 39.7												
S.L.	35.1 35.8 36.5 37.2 37.9 38.5 39.2 39.8												

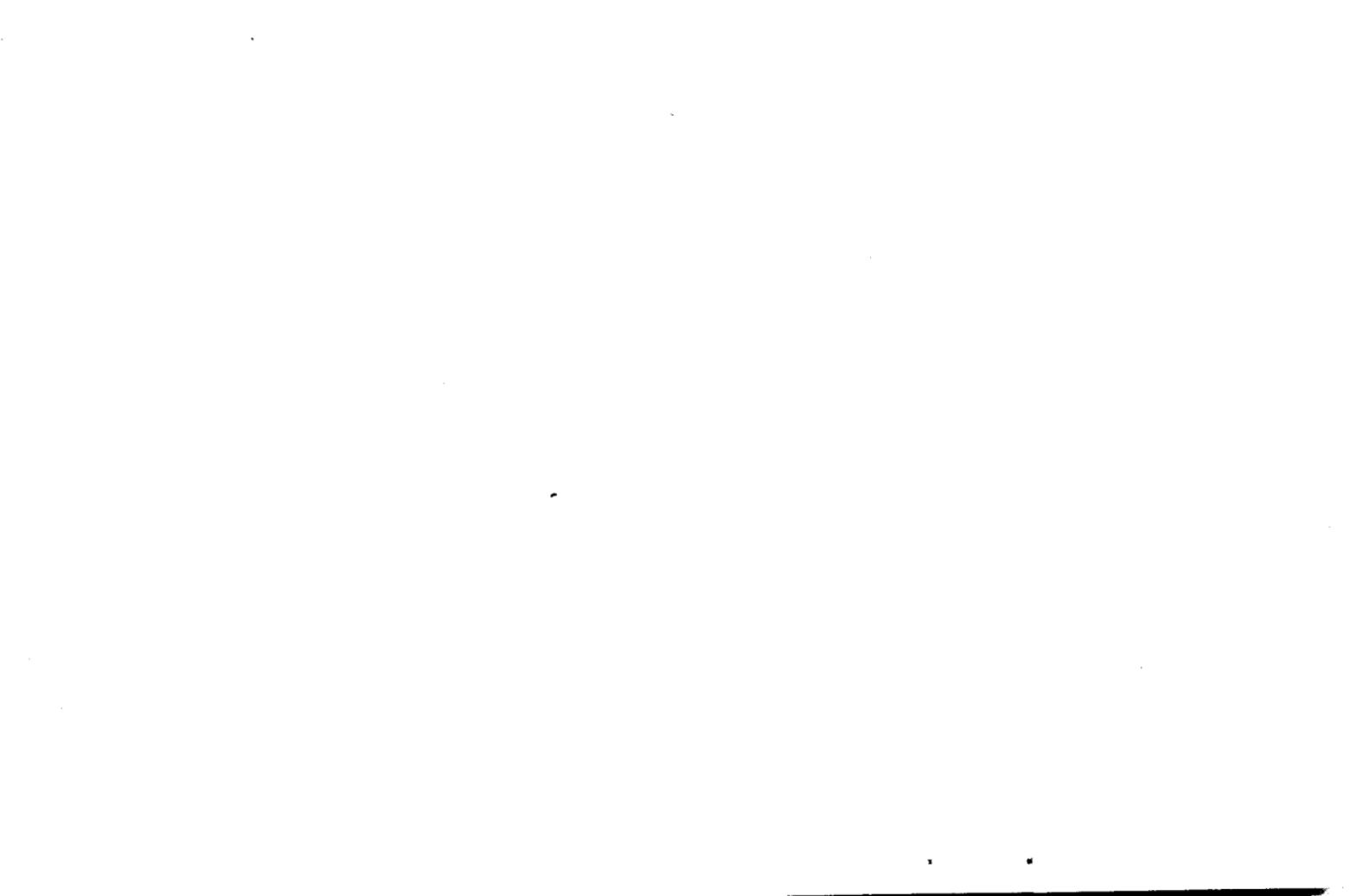
NOTES:

- (1) F.T. INDICATES FULL THROTTLE.
- (2) NO CABIN PRESSURIZATION LOAD.
- (3) IF CARBURETOR AIR TEMPERATURE EXCEEDS 15°C, CONTINUE CLIMB IN LOW BLOWER.

10,7720

All data deleted from page P-32M.

Change 3 **P-32L/P-32M**



T. O. 1T-29A-1CL-1

MODEL: T-29A/B
 DATE: 1 OCTOBER 1962
 DATA BASIS: ENGINE MANUFACTURER'S DATA

CLIMB POWER SCHEDULE

METO POWER
 MIXTURE AUTO RICH

ENGINES: R2800-97

PRESSURE ALTITUDE (FEET)	M.A.P. (IN. HG.) AT C.A.T. (°C)						RPM	BHP	FUEL FLOW PER ENGINE (LB/HR)	TORQUE PRESSURE (PSI)
	-30	-20	-10	0	+10	+15				
20,000	35.4	36.2	34.8	35.3						
19,000	35.5	36.3	34.9	35.4	36.0					
18,000	37.8	36.4	37.2	35.5	36.1	36.7				
17,000	37.9	38.6	37.3	37.9	36.1	36.8				
16,000	40.2	38.4	39.4	38.0	38.6	36.9	2500	1200	875	76
15,000	40.3	41.1	41.9	40.3	38.8	39.3	2500	1300	943	82
14,000	40.3	41.1	42.0	42.8	41.2	41.8	2500	1400	1008	89
13,000	43.6	41.2	42.0	42.9	43.6	41.8				
12,000	43.6	44.5	45.3	42.9	43.7	44.3				
11,000	40.5	44.5	45.3	46.1	43.7	44.4	2500	1500	1064	95
10,000	40.7	41.5	45.3	46.2	47.0	44.4				
9,000	40.9	41.6	42.4	46.2	47.8	47.7				
8,000	40.9	41.8	42.5	43.2	47.2	47.7	2500	1600	1220	101
7,000	41.0	41.8	42.6	43.3	44.1	44.4				
6,000	41.0	41.8	42.7	43.4	44.2	44.5				
5,000	41.0	41.9	42.7	43.5	44.2	44.5				
4,000	41.1	41.9	42.7	43.5	44.3	44.5				
3,000	41.1	41.9	42.8	43.5	44.3	44.6	2700	1800	1365	105
2,000	41.1	42.0	42.8	43.6	44.3	44.6				
1,000	41.2	42.0	42.8	43.6	44.4	44.7				

NOTES:

- (1) OPERATION BELOW BROKEN LINE IS IN LOW BLOWER, ABOVE IS IN HIGH BLOWER.
- (2) NO CABIN PRESSURIZATION LOAD

T.O. 1T-29A-1CL-1

CLIMB POWER SCHEDULE 1500 BHP/ENGINE

MODEL: T-29C/D

DATE: 14 OCTOBER 1969

DATA BASIS: ENGINE MANUFACTURER'S DATA

ENGINES: R2800-99W

AUTO RICH MIXTURE

PRESSURE ALTITUDE (FEET)	MANIFOLD PRESSURE (IN. HG) CARBURETOR AIR TEMPERATURE						BLOWER	RPM	NOMINAL TORQUE PRESSURE (PSI)	MINIMUM FUEL FLOW (PPH)	DESIRED FUEL FLOW (PPH)	
	-30° C	-20° C	-10° C	0° C	+10° C	+20° C						+30° C
20,000	40.2	40.8										
19,000	40.2	40.9	F.T.									
18,000	39.6	41.0	41.8	F.T.								
17,000	39.6	40.4	41.9	42.6	F.T.	P.T.						
16,000	39.7	40.4	41.2	42.6	43.5	44.5						
15,000	36.2	40.5	41.3	42.0	43.5	44.5	HIGH	2500	95	1110	1145	
14,000	36.3	40.5	41.4	42.1	42.8	43.5						
13,000	36.4	37.1	37.8	42.1	42.8	43.5						
12,000	36.5	37.2	37.9	42.2	42.9	43.6	HIGH	2400	99	1040	1045	
11,000	36.7	37.3	38.0	38.7	42.0	43.6						
10,000	36.8	37.4	38.4	38.8	39.5	43.7						
9,000	37.0	37.8	38.6	39.2	39.7	40.4						
8,000	37.1	37.9	38.7	39.3	40.0	40.5	42.2					
7,000	37.3	38.0	38.8	39.5	40.2	41.0	42.6	LOW	2400	99	980	1030
6,000	37.5	38.2	39.0	39.7	40.4	41.2	41.8					
5,000	37.6	38.4	39.2	39.9	40.6	41.3	42.0					
4,000	37.8	38.6	39.4	40.1	40.8	41.5	42.3					
3,000	38.0	38.8	39.6	40.3	41.0	41.7	42.4	LOW	2300	103	950	1085
2,000	38.2	39.0	39.8	40.5	41.2	41.9	42.6					
1,000	38.4	39.2	40.0	40.7	41.4	42.1	42.8					
S.L.	38.7	39.5	40.3	41.0	41.7	42.4	43.1					

NOTES:

- (1) MINIMUM FUEL FLOW VALUES ARE ENGINE MANUFACTURER'S RECOMMENDED MINIMUMS.
- (2) DESIRED FUEL FLOW VALUES ARE OBTAINED BY FLIGHT TEST.
- (3) F.T. INDICATES FULL THROTTLE.
- (4) NO CABIN PRESSURIZATION LOAD.
- (5) NO OPERATION IN HIGH BLOWER ABOVE 15° C AT 20° C & T VALUES FOR INTERPOLATION ONLY.

T. O. 1T-29A-ICL-1

MODEL: T-29C/D
 DATE: 2 MARCH 1966
 DATA BASIS: ENGINE MANUFACTURER'S DATA

CLIMB POWER SCHEDULE 2400 RPM - 1400 BHP

ENGINES: R2800-99W

AUTO RICH MIXTURE

PRESSURE ALTITUDE (FEET)	MANIFOLD PRESSURE (IN. HG) CARBURETOR AIR TEMPERATURE							BLOWER	RPM	NOMINAL TORQUE PRESSURE (PSI)	MINIMUM FUEL FLOW (PPH)	DESIRED FUEL FLOW (PPH)
	-30° C	-20° C	-10° C	0° C	+10° C	+20° C	+30° C					
22,000	F.T.							HIGH	2400	92	960	1110
21,000	36.7	F.T.										
20,000	36.7	37.4	F.T.									
19,000	36.8	37.5	38.2	F.T.		F.T.						
18,000	36.8	37.5	38.2	38.8	39.6							
17,000	36.8	37.5	38.2	38.8	39.6							
16,000	36.8	37.5	38.2	38.8	39.6							
15,000	33.8	37.5	38.2	38.9	39.7							
14,000	33.9	34.5	38.2	38.9		39.7						
13,000	34.0	34.6	35.3	38.9		39.7						
12,000	34.1	34.7	35.4	36.1	39.7							
11,000	34.2	34.9	35.6	36.2	36.9							
10,000	34.3	35.0	35.7	36.3	37.0	37.6 38.3						
9,000	34.5	35.1	35.8	36.5	37.1	37.8 38.4						
8,000	34.6	35.2	35.9	36.6	37.2	37.9 38.5						
7,000	34.7	35.3	36.0	36.7	37.4	38.1 38.6						
6,000	34.8	35.4	36.1	36.8	37.5	38.2 38.7						
5,000	35.0	35.7	36.4	37.1	37.8	38.5 39.0						
4,000	35.2	35.9	36.6	37.4	38.0	38.7 39.3						
3,000	35.4	36.1	36.8	37.5	38.2	38.9 39.5						
2,000	35.5	36.2	37.0	37.6	38.3	39.0 39.7						
1,000	35.8	36.5	37.3	37.9	38.6	39.3 40.0						
S.L.	36.1	36.8	37.5	38.2	38.9	39.6 40.2						

NOTES:

- (1) F.T. INDICATES FULL THROTTLE.
- (2) NO CABIN PRESSURIZATION LOAD.
- (3) IF CARBURETOR AIR TEMPERATURE EXCEEDS 15°C,
CONTINUE CLIMB IN LOW BLOWER

T. O. 1T-29A-1CL-1

CLIMB POWER SCHEDULE

METO POWER

MIXTURE AUTO RICH

MODEL: T-29C/D
DATE: 1 OCTOBER 1962
DATA BASIS: ESTIMATED

ENGINES: R2800-99W

PRESSURE ALTITUDE (FEET)	MANIFOLD PRESSURE (IN. HG.) CARBURETOR AIR TEMPERATURE °C						BLOWER	RPM	NOMINAL TORQUE PRESSURE (PSI)	MINIMUM FUEL FLOW (PPH)	DESIRED FUEL FLOW (PPH)	BHP	
	-30	-20	-10	0	+15	+30							+40
20,000	40.2	F.T.											
19,000	40.3	41.0	F.T.										
18,000	40.4	41.1	41.8	F.T.									
17,000	42.8	41.2	41.9	42.7	F.T.			HIGH	2500	95	1110	1145	1500
16,000	42.9	43.7	44.6	42.8	43.8								
15,000	41.1	43.8	44.7	42.9	43.9								
14,000	41.3	42.3	44.8	45.5	46.2								
13,000	41.5	42.7	42.9	45.6	46.3	47.0							
12,000	47.5	43.0	43.2	43.6	46.4	47.1	HIGH	2500	101	1210	1230	1600	
11,000	48.0	48.5	43.5	43.9	44.8	47.2							
10,000	48.2	48.7	49.0	44.3	44.9	45.3							
9,000	48.5	49.0	49.2	49.4	45.0	45.5	LOW	2700	100	1240	1300	1700	
8,000	48.5	49.0	49.2	49.7	50.2	45.7							
7,000	48.6	49.1	49.3	49.8	50.4	46.1							
6,000	48.7	49.2	49.5	50.0	50.6	46.3							
5,000	49.0	49.4	49.7	50.2	50.8								
4,000	49.2	49.7	50.0	50.5	51.2								
3,000	49.2	49.7	50.2	50.7	51.3		LOW	2700	110	1470	1500	1900	
2,000	49.5	50.0	50.5	51.0	51.5								
1,000	49.7	50.2	50.7	51.2	51.5								
S.L.	49.7	50.2	50.7	51.2	51.5								

NOTES:

(1) F.T. INDICATES FULL THROTTLE.

(2) NO CABIN PRESSURIZATION LOAD

45,072A

APPROACH SPEEDS**For Inflight Computations Only**

APP and LAND speeds are with gear down, except as noted; for gear up conditions, add 5 KIAS. CLEAN speeds are with 0° flap and gear up.

AIRPLANE WEIGHT	FLAP SETTING	DOWNWIND & BASE 1.4 STALL KIAS		FINAL 1.3 STALL KIAS		GO-AROUND 1.2 STALL (MIN) KIAS GEAR UP		
		APP/LAND	CLEAN	APP	APP	LAND	APP	CLEAN
40,000	0/0		139	136	127	127	121	121
	0/15		139	136	127	116	121	121
	6/20		139	131	122	114	116	121
	12/28		139	128	118	110	111	121
	20/39		139	122	114	105	107	121
39,000	0/0		138	134	125	125	119	119
	0/15		138	134	125	115	119	119
	6/20		138	130	121	112	114	119
	12/28		138	125	117	108	110	119
	20/39		138	120	112	103	106	119
38,000	0/0		136	133	124	124	117	117
	0/15		136	133	124	113	117	117
	6/20		136	128	119	111	113	117
	12/28		136	124	115	107	108	117
	20/39		136	119	111	103	104	117
37,000	0/0		134	131	122	122	116	116
	0/15		134	131	122	112	116	116
	6/20		134	128	118	110	111	116
	12/28		134	122	114	106	107	116
	20/39		134	118	110	101	102	116
36,000	0/0		133	129	121	121	115	115
	0/15		133	129	121	111	115	115
	6/20		133	125	117	108	110	115
	12/28		133	121	113	105	106	115
	20/39		133	116	108	100	101	115
35,000	0/0		131	127	119	119	113	113
	0/15		131	127	119	109	113	113
	6/20		131	123	115	107	108	113
	12/28		131	119	111	103	105	113
	20/39		131	114	107	99	100	113

T.O. 1T-29A-1CL-1

AIRPLANE WEIGHT	FLAP SETTING	DOWNWIND & BASE 1.4 STALL KIAS		FINAL 1.3 STALL KIAS		GO-AROUND 1.2 STALL (MIN) KIAS GEAR UP	
		APP/LAND	CLEAN	APP	APP	LAND	APP
46,000	0/0	149	146	135	135	129	129
	0/15	149	146	135	124	129	129
	6/20	149	141	131	121	124	129
	12/28	149	136	127	117	119	129
	20/39	149	130	121	112	115	129
45,000	0/0	148	144	134	134	127	127
	0/15	148	144	134	123	127	127
	6/20	148	139	129	120	122	127
	12/28	148	134	125	116	117	127
	20/39	148	129	120	110	113	127
44,000	0/0	146	143	133	133	126	126
	0/15	146	143	133	122	126	126
	6/20	146	137	128	119	121	126
	12/28	146	133	124	114	116	126
	20/39	146	127	119	109	112	126
43,000	0/0	144	141	131	131	125	125
	0/15	144	141	131	120	125	125
	6/20	144	136	127	117	120	125
	12/28	144	131	123	113	115	125
	20/39	144	126	117	108	111	125
42,000	0/0	143	140	130	130	123	123
	0/15	143	140	130	119	123	123
	6/20	143	134	125	116	118	123
	12/28	143	130	121	112	114	123
	20/39	143	125	116	107	110	123
41,500	0/0	142	138	129	129	122	122
	0/15	142	138	129	118	122	122
	6/20	142	134	125	116	118	122
	12/28	142	129	121	112	113	122
	20/39	142	124	116	107	109	122
41,000	0/0	141	138	128	128	122	122
	0/15	141	138	128	117	122	122
	6/20	141	133	126	115	117	122
	12/28	141	129	120	111	112	122
	20/39	141	123	115	106	108	122

T-29 A-CL-27

LANDING GROUND ROLL (FEET)**NO WIND — BRAKES ONLY****For Inflight Use Only**

GROSS WEIGHT (LB)	LANDING FLAP SETTING	DENSITY ALTITUDE (FT)				
		SL	2000	4000	6000	8000
36,000	0°	4500	4750	5000	5250	5550
	15°	3800	4050	4250	4500	4750
	20°	3650	3850	4050	4300	4500
	28°	3300	3450	3650	3850	4100
	39°	2900	3050	3200	3350	3550
38,000	0°	4750	5000	5300	5550	5850
	15°	4050	4250	4500	4750	5000
	20°	3800	4050	4300	4550	4800
	28°	3450	3650	3900	4100	4350
	39°	3050	3200	3350	3550	3750
40,000	0°	5000	5300	5550	5850	6200
	15°	4200	4450	4750	5000	5300
	20°	4050	4250	4500	4800	5050
	28°	3650	3850	4100	4350	4600
	39°	3200	3350	3550	3750	3950
42,000	0°	5300	5550	5900	6200	6550
	15°	4450	4750	5000	5300	5550
	20°	4250	4500	4750	5000	5300
	28°	3850	4050	4300	4550	4800
	39°	3350	3550	3750	3950	4150

- NOTES:** (1) Roll is 45% less with maximum reverse.
(2) Dry hard surface.
(3) Touchdown at 1.2 stall speed.
(4) Multiply landing ground roll by stopping factor from Stopping Capability Chart.

T. O. 1T-29A-1CL-1

NOTES

T.O. 1T-29A-1CL-1

CONDITIONS - TAKEOFF - T-29/C-131			
FIELD ELEVATION		GROSS WEIGHT	
RUNWAY LENGTH		WIND COMPONENT	
OAT	CAT	DEW POINT	
°C	°C	°F	
PRESSURE ALTITUDE		DENSITY ALTITUDE	
RCR	SMOE		
TAKEOFF			
MANIFOLD PRESSURE			
EXPECTED TPSI/BMEP			
MINIMUM TPSI/BMEP			
TAKEOFF FLAP SETTING			
TAKEOFF SPEED (1.2)			
CRITICAL FIELD LENGTH			
REFUSAL SPEED			
TAKEOFF GROUND RUN			
SPEED/TIME CHECK		/	
DISTANCE/SPEED CHECK		/	
SINGLE-ENGINE CLIMB SPEED (1.2 Clean)			
SINGLE-ENGINE ABSOLUTE CEILING (METO)			
LANDING IMMEDIATELY AFTER TAKEOFF			
APPROACH FLAPS		APPROACH SPEED (1.3)	KIAS
GO-AROUND SPEED (1.2 - Approach Flaps)		KIAS	
LANDING FLAPS		°	
LANDING APPROACH SPEED (1.3)		KIAS	
LANDING GROUND ROLL/DISTANCE		/	