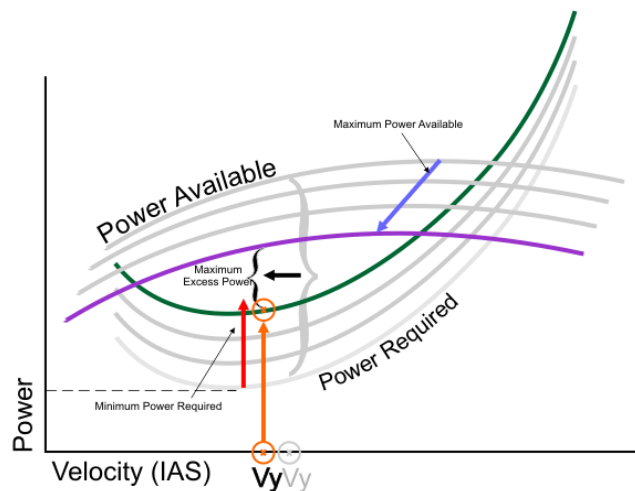




Determining Aircraft Performance

Background:

Your Airplane Flight Manual publishes information, usually in chart or table form, on the performance of a specific model of airplane. As a pilot, you should familiarize yourself with these charts/tables, to be able to predict how your airplane will perform under varying atmospheric conditions and you should refer to these charts/tables whenever there is any doubt that the takeoff conditions may not be sufficient for the performance capabilities of the airplane. In addition, it is important to remember that the charts/tables for any particular airplane were compiled from performance figures of factory new equipment in optimum conditions. Any typical general aviation airplane, with considerable time on both airframe and engine, will have a poorer performance potential than that predicted by the charts/tables. In addition, under-inflated tires, dragging brakes, dirt on the wings, etc., will also affect performance negatively.



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Determining Actual Aircraft Performance

Pilots need to know the actual performance numbers for the aircraft they fly. Pilots are often taught to add an arbitrary factor of safety to all of the POH numbers, but very rarely go out and verify that the validity of the assumption. When the time comes to actually depend on the accuracy of your performance estimates, pilots have to have confidence in the underlying assumptions. The only way to know for sure is to measure actual performance in flight, under a controlled protocol.

DVI Aviation has developed a unique training program specifically for the needs of the General Aviation Pilot. This program assists participants to measure and understand the actual performance limitations of the aircraft they fly. All phases of flight are examined and tested.