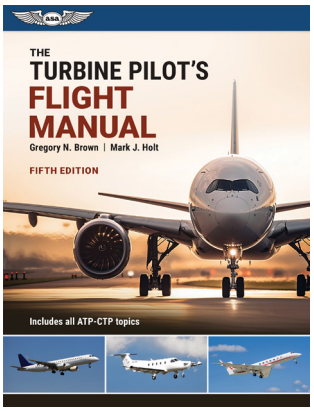
May 2025

UPDATE

The Turbine Pilot's Flight Manual

This document revises the fifth edition (ASA-TURB-PLT5), published in 2024.



Page 193

Under the heading "High Altitude/Low Energy Recovery—Speed Reductions at High Altitude," the last sentence of the first paragraph is changed to read:

So, while flight at high altitudes is fuel efficient, the resulting slower indicated airspeeds at high altitude can lead to unstable flight conditions, inflight upset, and loss of control (see Figure 10.8).

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Figure 10.9 is replaced with the following:

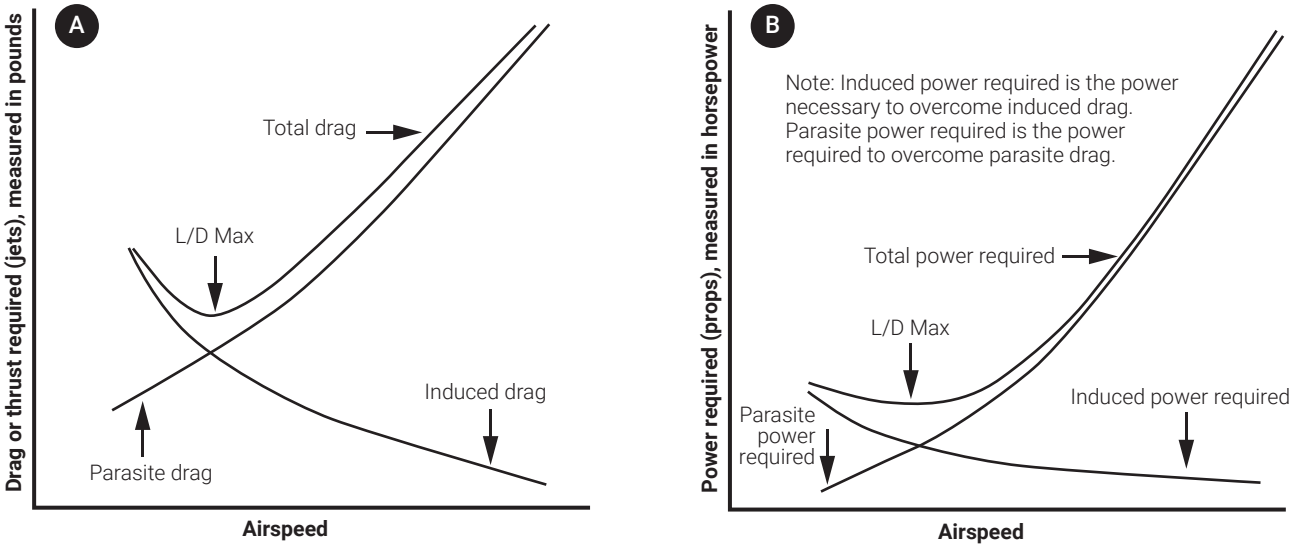

FIGURE 10.9 | Airplane thrust versus power required comparison: (A) jet-powered aircraft and (B) propeller aircraft.

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The second to last paragraph is changed to read:

Notice how much steeper the thrust-producing drag curve is at slow speeds. This indicates that maintaining slow-speed flight demands relatively high thrust levels due to the increased induced drag in this regime. In contrast, power-producing aircraft, such as propeller-driven airplanes, exhibit a flatter power required curve at low speeds. As a result, these aircraft can sustain low-speed flight without requiring excessively high-power settings.

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The first paragraph is changed to read:

Unlike jet aircraft, propeller-driven aircraft have a much flatter power required versus airspeed curve (Figure 10.9B). This is because propeller aircraft operate more efficiently at lower speeds and do not require large increases in power to maintain flight across their typical speed range. As a result, changes in required power and airspeed are generally more gradual than in jet aircraft, which exhibit steeper power requirements with changes in speed.