

# Peterson's Performance Plus

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These are some of the more commonly asked questions about the 260SE/STOL.

*Q. I want an airplane that will be capable of making a slow, short emergency landing if needed. Will this airplane do it?*

**A.** Yes. The 260SE/STOL, even with no engine power, will still approach slowly (55 knots) and stop within 400 feet.

*Q. Quite often I fly at high altitudes in mountains or IFR weather. How does its performance hold up?*

**A.** The 260SE/STOL performs better than virtually any non-turbocharged aircraft at altitude. Its extra power, increased lift, and decreased drag all work together for superior performance.

*Q. Are there any additional maintenance problems?*

**A.** Over the 40 years the high-lift Canard has been produced, there has never been a service bulletin or airworthiness directive issued.

*Q. Is there any chance I can get carburetor ice?*

**A.** No. With fuel injection, this has been totally eliminated.

*Q. At what speed can I comfortably fly down final? Remember, I'm not an experienced bush pilot.*

**A.** Normally, 20-30 degrees of flaps are used at 55-60 knots. The speed is slowed to 50 knots when crossing over the threshold.

*Q. If the engine fails during a STOL takeoff, will I be in danger as with other STOL airplanes?*

**A.** No. The 260SE/STOL climbs in a rather flat attitude. Once the airplane breaks ground, the speed immediately increases to 60 knots, and a total power failure will not find you behind the power curve. A safe landing may be made.

*Q. Can I fly slow for prolonged periods? Will it hurt the engine?*

**A.** The 260SE/STOL will patrol all day long (13.6 hours) at 55 knots in a flat attitude. At this speed, only 15" of manifold pressure and 2,000 rpm are required for straight and level flight. This is just above idling power.

*Q. Is the 260SE/STOL a good crosswind airplane?*

**A.** Yes. It has excellent slow-speed control. This, combined with its stability and stall resistance, combine to provide superior crosswind control.

*Q. I fly in the mountains and need slow-speed maneuverability. Will I be able to make steep turns at slow speeds?*

**A.** Yes. The 260SE/STOL will safely make turns at 50 knots within a radius of only 350 feet.

*Q. Do I have to make STOL takeoffs and landings all the time?*

**A.** No. The 260SE/STOL may be flown like a conventional airplane at any time. Its exceptional STOL qualities and safety will be there whenever you need them.

*Q. I've never liked stalls. What kind of stall characteristics does it have?*

**A.** The 260SE/STOL has very gentle stall characteristics. If back pressure is released when a buffet is felt, it will fly away with no altitude loss. It does not generate high sink rates, nor will it spin.

*Q. How does the airplane handle rough grass runways or off-airport sites?*

**A.** With its slow landing and takeoff speeds, the short distances required for takeoff and landing, and its fixed landing gear, rough strips are no problem. In addition, the Canard will effectively eliminate nose gear worries.

*Q. If I were caught on top of the clouds, would I be able to make a safe descent?*

**A.** This, of course, depends upon the flying skills of the pilot. The 260SE/STOL makes it much easier, however, as it may be slowed to 60 knots with 20 degrees of flaps, and with no power it will sink at only 600 fpm.

*Q. How high do I have to go to get the advertised speeds? I'd hate to have to go to 14,000 feet.*

**A.** Optimum cruise altitude is 7,500 feet.

*Q. How much real time difference is there between this airplane and a Bonanza or a 210 on a 350 nautical mile trip?*

**A.** All things being equal, the difference is about eight or nine minutes.

*Q. If I am forced to fly under bad weather, will the airplane be safe?*

**A.** Yes. With the 260SE/STOL's combination of low patrolling speed, flat attitude, high maneuverability, and its ability to land off airport, your safety is greater than in any other airplane.

*Q. How is the 260SE/STOL's resale value?*

**A.** Its excellent reputation combined with a high demand and limited availability means you could not make a safer investment. Its resale value is exceptional.