

TAKE-OFF DISTANCES
MILITARY THRUST
SLATTED LEADING EDGE FLAPS FULL DOWN

DRY HARD-SURFACE RUNWAY
 MODEL: F-86F
 ENGINE: J47-27

DATA AS OF: 1 APRIL 1958
 BASED ON: FLIGHT TEST

EXAMPLE:

- A** is runway air temperature (80°F).
- B** is pressure altitude (5000 feet).
- C** is gross weight (19,000 pounds).
- D** is wind base line (zero wind).
- E** is ground roll distance with zero wind (5550 feet).
- F** is zero wind.
- G** is total distance to clear 50-foot obstacle with zero wind (10,200 feet).
- H** is head wind (20 knots).
- J** is ground roll distance with 20-knot head wind (4120 feet).
- K** is head wind (20 knots).
- L** is total distance to clear 50-foot obstacle with 20-knot head wind (8000 feet).
- X** is take-off speed (125 knots IAS).
- Y** is initial stall warning (125 knots IAS).
- Z** is nose wheel lift-off (110 knots IAS).

NOTE:

- For take-off with flaps down 20 degrees:
 - (a) Increase take-off speed 5 knots
 - (b) Increase take-off distance 5%
- For airplanes without wing tip extensions:
 - (a) Increase take-off speed 5 knots
 - (b) Increase take-off distance 5%
- When the throttle is to be intentionally retarded for a 98% rpm take-off, add 350 pounds to airplane gross weight before entering chart.

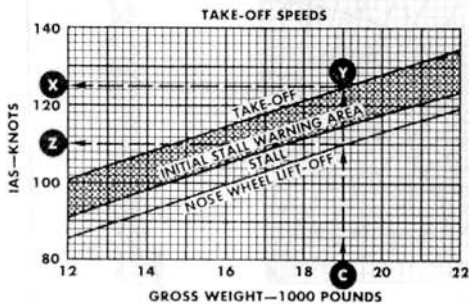
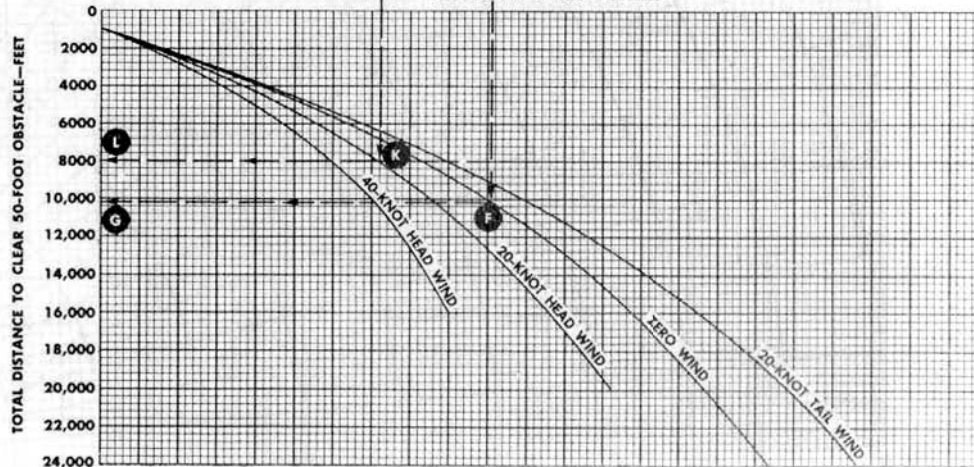
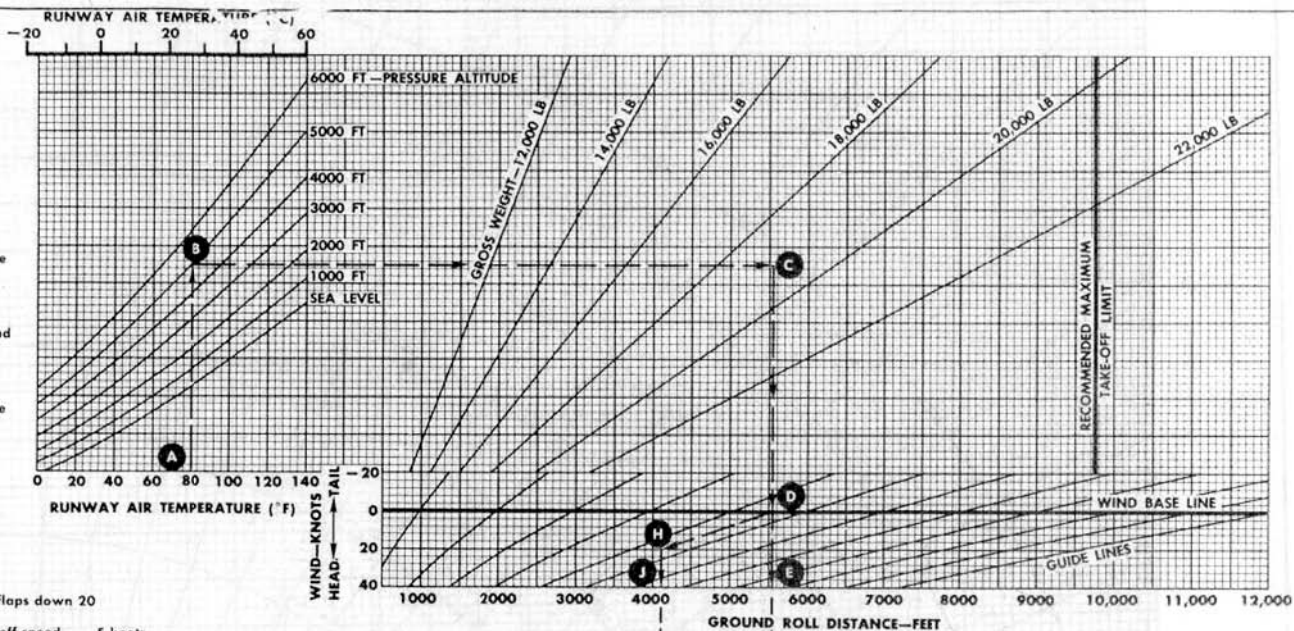


Figure A-7