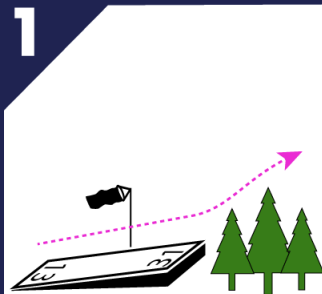


A day of fair-weather flying, tailwinds, and an on-airport restaurant with the tastiest barbeque in the county: What could be better? The after-lunch departure, however, leaves you deciding between departing uphill and upwind, downhill and downwind. Trees off one runway end complicate matters further. Don't wait too long; this fair weather won't last.

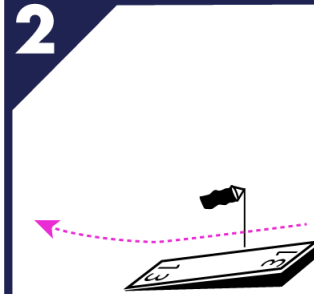


## RESOURCES

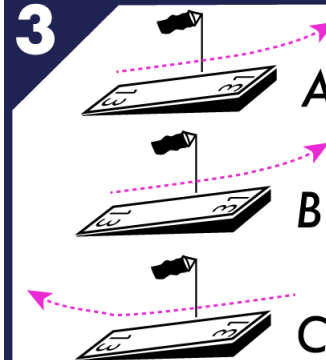
### Scenario Choices:



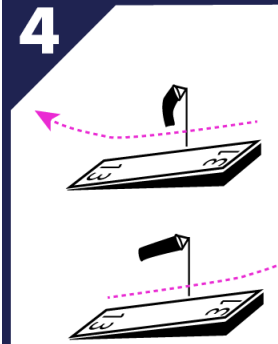
Join the party and depart Runway 13 into the wind, but uphill toward the trees.



Be a rugged individualist and depart Runway 31 downwind, but downhill and unobstructed.



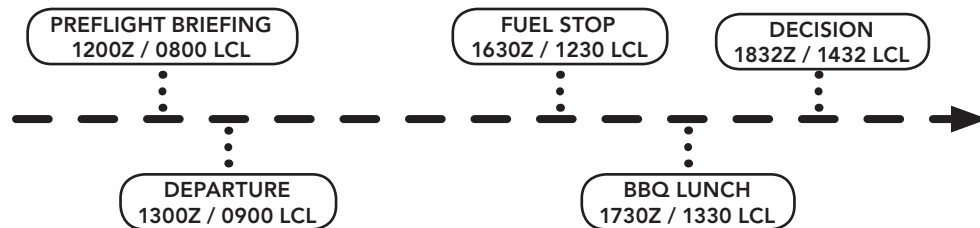
Depart Runway 13 without passengers and evaluate. If OK, return and depart Runway 13. If not, try Runway 31.



Wait for the winds to die down and depart Runway 31—or pick up a lot and depart Runway 13.



## Timeline



## Flight Plan (from fuel stop to BQ1)

Aircraft ID	Flight Rules	Type of Flight	Type of Aircraft	Proposed Dept Time	Departure Airport	Destination Airport
N9609T	VFR	GenAv	BE35	1700	KUDG	BQ1
Route of Flight						Altitude
Direct						4500
Cruise Speed	Est. Flight Time (hh:mm)	Fuel on Board (hh:mm)	Remarks			
160	00:20	05:00	If unable to land at BQ1, will continue to KIGX			
Alternate Airport(s)	Number Aboard	Color of Aircraft	Pilot's Name and Contact Info			
KIGX	3	BL/W	Pilot N. Command			

## Preflight Weather (after lunch update)

### METARs

KUDG 201756Z AUTO VRB04KT 10SM CLR 27/18 A3023

KSOP 201756Z AUTO 14007KT 10SM SCT030 27/19 A3000

KCXY 201756Z 27006KT 10SM CLR 22/16 A2995

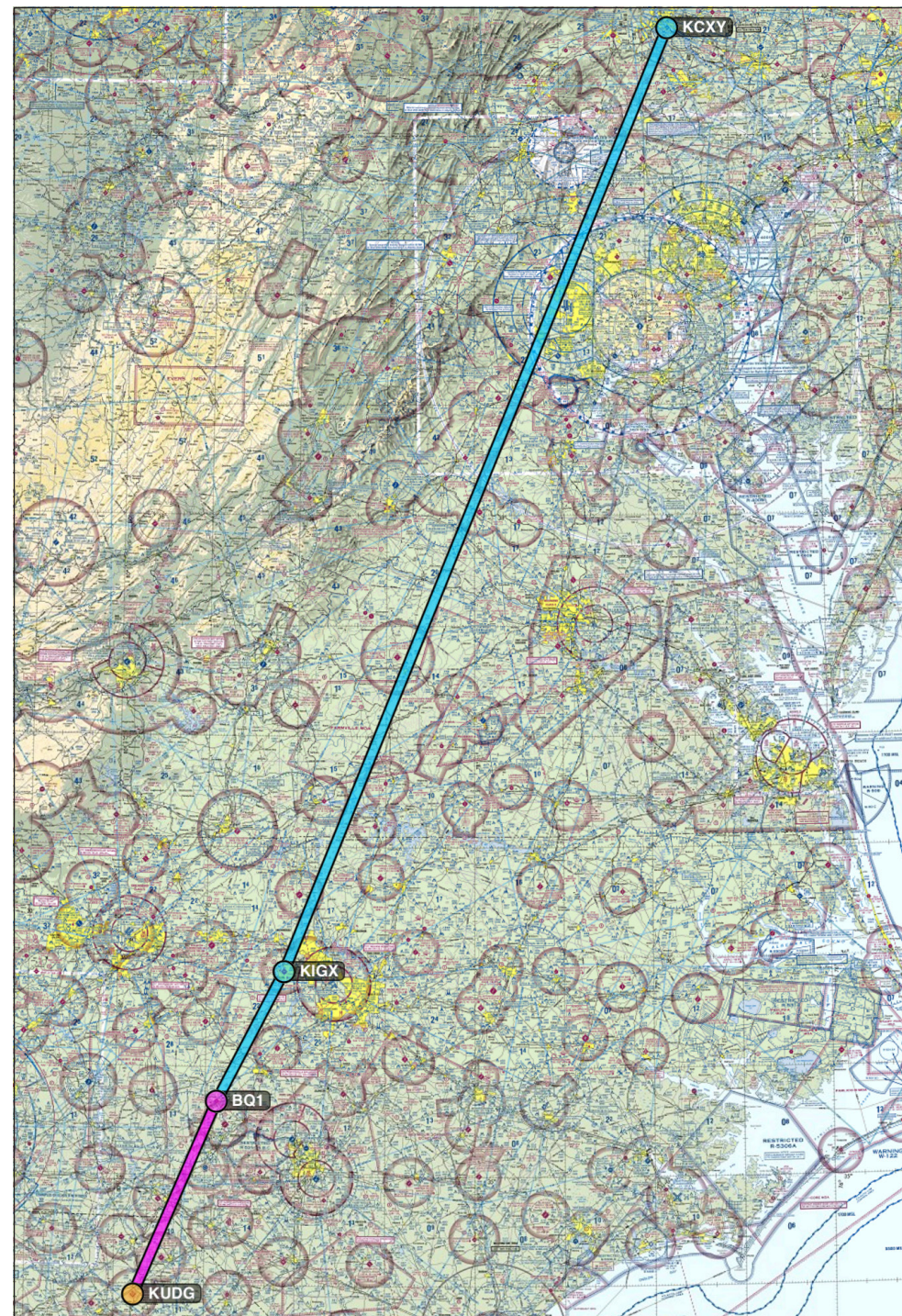
### TAF

KMDT 201750Z 2018/2118 27005KT P6SM SKC

FM202100 26008G13KT P6SM SCT250

FM210100 26008G16KT P6SM VCSH SCT250 OVC035

## Whole Route





Weight and Balance

W&B Profiles

V35

Aircraft load is within limits

FRONT SEATS

✓ Pilot

220 lb

✓ Co-pilot

185 lb

BACK FWD-FACING SEATS

✓ Passenger

150 lb

✓ Passenger

0 lb

BAGGAGE AREA / THIRD ROW

✓

98 lb

FUEL TANKS

✓

67 gal 100LL

GRAPH

○ takeoff

□ landing

◇ zero fuel

Weight

CG

fore

aft

RAMP (MAX 3,412 LB)

Ramp Weight

3,351 lb

Ramp Fuel

67 gal 100LL

TAKEOFF (MAX 3,400 LB)

Takeoff Weight

3,351 lb

CG (81.6 to 84.6)

82.4 in

Takeoff Fuel

67 gal 100LL

LANDING (MAX 3,400 LB)

Landing Weight

3,351 lb

CG (81.6 to 84.6)

82.4 in

Fuel Remaining

67 gal 100LL

ZERO FUEL

Zero Fuel Weight

2,949 lb

Edit

Load

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Airports

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ScratchPads

More

Winds Aloft

Close

Briefing

KUDG to KCXY

WINDS ALOFT

Winds Aloft

ONLY ALTITUDES WITHIN 4,000FT

ON

VALID

FOR USE

1800Z

1400Z - 2100Z

6hr

Station ID	4000 -4000 FT	6000 -2000 FT	8000 FILED	9000 +1000 FT	10000 +2000 FT
FLO	190° 21kts 11°C	190° 23kts 8°C	183° 27kts 4°C	180° 29kts 2°C	181° 29kts 0°
CAE	193° 12kts 11°C	200° 11kts 8°C	213° 13kts 4°C	220° 14kts 3°C	218° 15kts 1°
CHS	196° 20kts 10°C	190° 19kts 8°C	190° 18kts 4°C	190° 18kts 2°C	186° 19kts 0°
ILM	186° 26kts 11°C	180° 26kts 8°C	180° 27kts 4°C	180° 28kts 3°C	181° 28kts 1°
RDU	190° 23kts 11°C	190° 24kts 8°C	190° 26kts 4°C	190° 27kts 3°C	190° 27kts 1°
ROA	160° 14kts 10°C	160° 14kts 8°C	173° 14kts 4°C	180° 15kts 2°C	183° 17kts 0°
RIC	213° 16kts 11°C	220° 16kts 8°C	220° 15kts 4°C	220° 15kts 2°C	220° 15kts 0°
EMI	113° 15kts 10°C	120° 09kts 8°C	160° 09kts 4°C	180° 09kts 3°C	186° 09kts 1°
PSB	096° 19kts 9°C	090° 19kts 7°C	096° 17kts 3°C	100° 17kts 2°C	111° 15kts 0°
AVP	076° 05kts 9°C	050° 07kts 7°C	076° 07kts 3°C	090° 07kts 2°C	090° 06kts 0°

VALID

FOR USE

May 19, 0000Z

2100Z - 0600Z

12hr

Station ID	4000 -4000 FT	6000 -2000 FT	8000 FILED	9000 +1000 FT	10000 +2000 FT
FLO	186° 21kts	180° 20kts 13°C	173° 18kts 9°C	170° 17kts 8°C	173° 15kts 6°
CAE	186° 15kts	200° 13kts 14°C	193° 13kts 10°C	190° 13kts 8°C	193° 12kts 6°
CHS	190° 17kts	190° 13kts 13°C	190° 10kts 10°C	190° 09kts 9°C	203° 07kts 7°

<

NEXT: [Departure Notams](#)

>

Refresh

Briefed: May 18, 12:49 EDT  
Moments ago

Short-Field Barbeque

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## Section V Performance

## BEECHCRAFT Bonanza V35, V35A & V35B thru D-9947

### LANDING DISTANCE

#### ASSOCIATED CONDITIONS:

POWER . . . . . RETARDED TO MAINTAIN  
900 FT/MIN ON FINAL APPROACH

FLAPS . . . . . DOWN

LANDING GEAR . . . . . DOWN

RUNWAY . . . . . PAVED, LEVEL, DRY SURFACE

APPROACH SPEED . . . . . IAS AS TABULATED

BRAKING . . . . . MAXIMUM

WEIGHT ~ LBS	SPEED AT 50 FT	
	KTS	MPH
3400	70	81
3200	68	79
3000	66	76
2800	63	73
2600	61	71
2400	59	68

#### EXAMPLE:

OAT . . . . . 26°C (77°F)

PRESSURE ALTITUDE . . . . . 3965 FT

WEIGHT . . . . . 3242 LBS

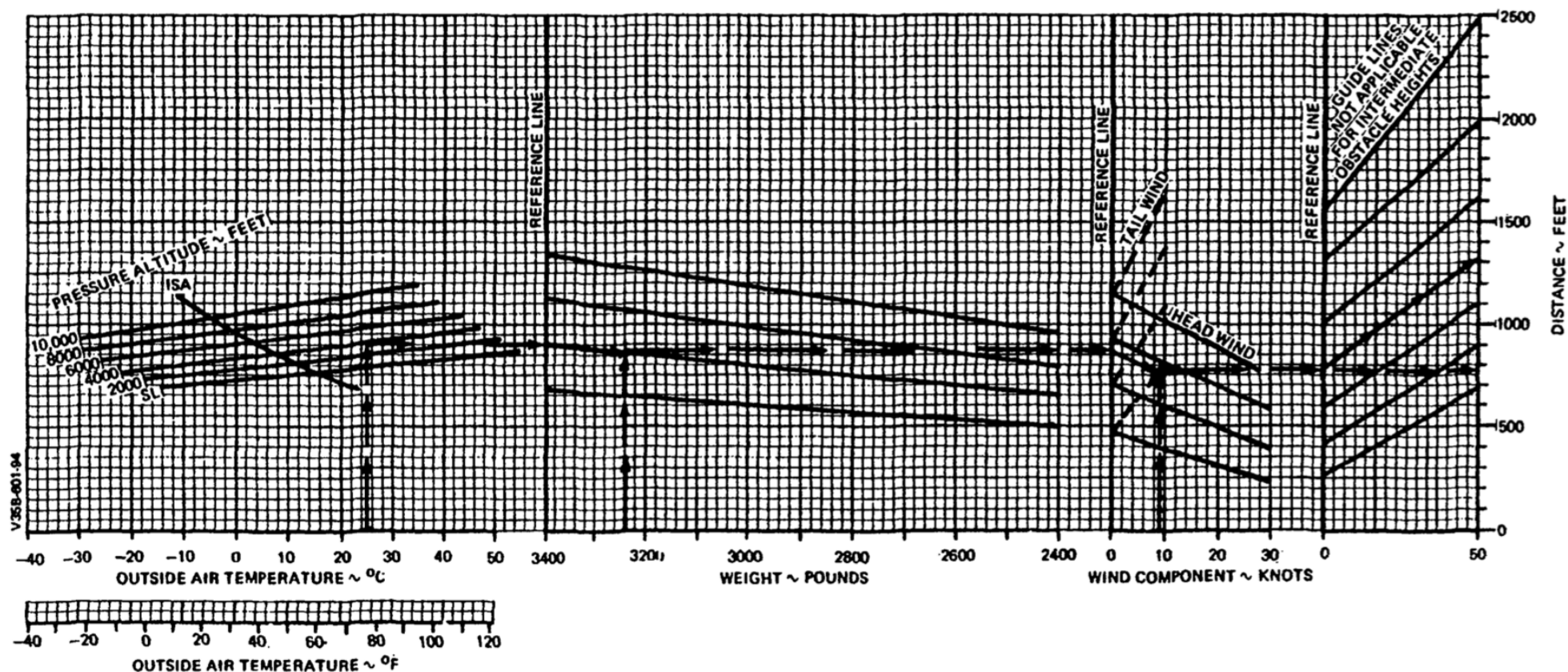
HEADWIND COMPONENT . . . . . 9 KTS

---

GROUND ROLL . . . . . 763 FT

TOTAL OVER 50 FT OBSTACLE . . . . . 1324 FT

APPROACH SPEED . . . . . 69 KTS (80 MPH)





## Section V Performance

## BEECHCRAFT Bonanza V35, V35A & V35B thru D-9947

### ASSOCIATED CONDITIONS:

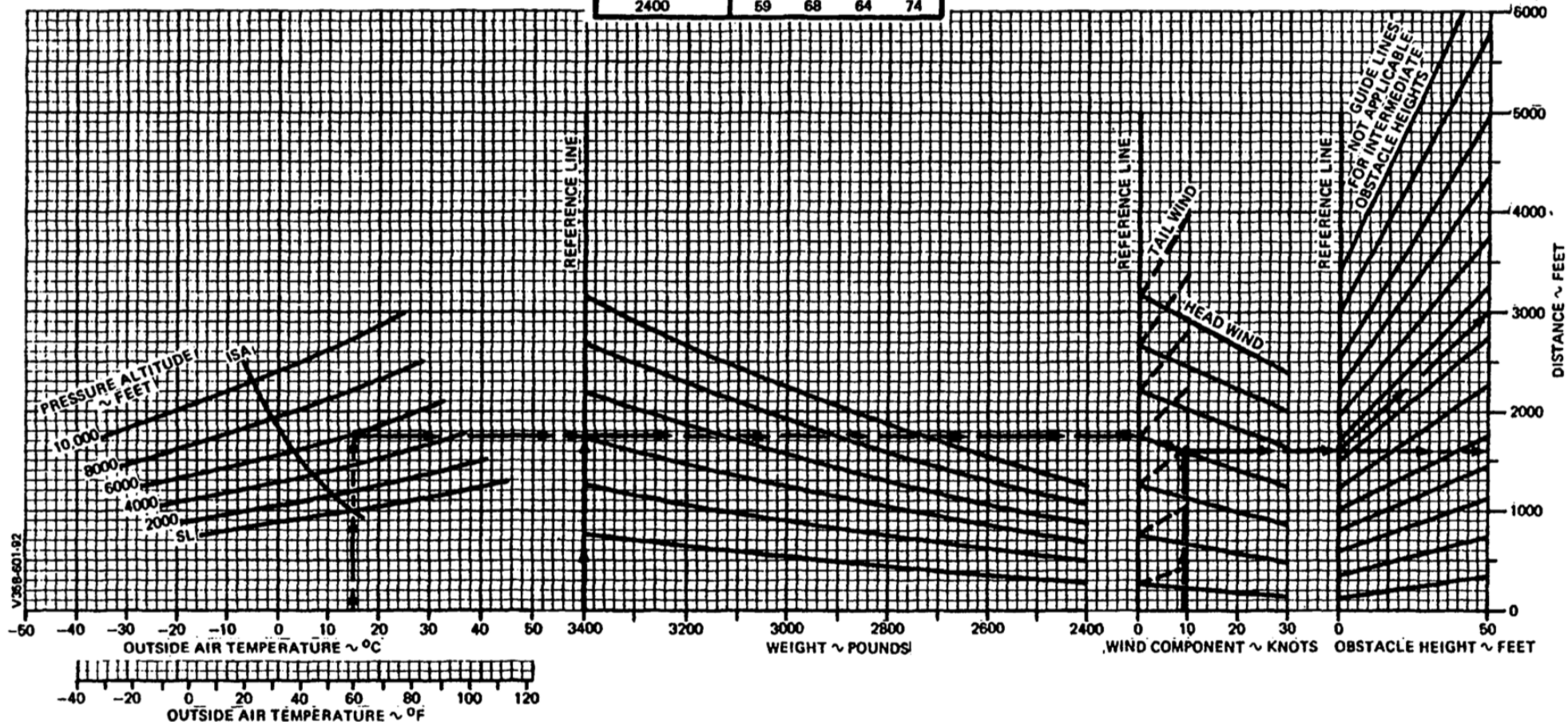
POWER . . . . . FULL THROTTLE AT 2700 RPM  
MIXTURE . . . . . LEAN TO APPROPRIATE FUEL FLOW  
FLAPS . . . . . UP  
LANDING GEAR . . . . . RETRACT AFTER POSITIVE CLIMB ESTABLISHED  
COWL FLAPS . . . . . OPEN

### TAKE - OFF DISTANCE

WEIGHT ~ LBS	TAKE-OFF SPEED			
	LIFT-OFF		50 FT	
	KTS	MPH	KTS	MPH
3400	71	82	77	89
3200	69	79	75	86
3000	66	76	73	84
2800	64	74	70	81
2600	61	70	67	77
2400	59	68	64	74

### EXAMPLE:

OAT . . . . . 15°C (59°F)  
PRESSURE ALTITUDE . . . . . 5650 FT  
TAKE-OFF WEIGHT . . . . . 3400 LBS  
HEAD WIND COMPONENT . . . . . 9.5 KTS  
GROUND ROLL . . . . . 1600 FT  
TOTAL DISTANCE OVER A 50 FT OBSTACLE . . . . . 3000 FT  
TAKE-OFF SPEED AT LIFT-OFF . . . . . 71 KTS (82 MPH)  
AT 50 FT . . . . . 77 KTS (89 MPH)



CARTHAGE

GILLIAM – MC CONNELL AIRFIELD (BQ1) 1 SW UTC-5(-4DT) N35°20.50' W79°26.22' CHARLOTTE

445 NOTAM FILE RDU Not insp.

RWY 13-31: H2538X36 (ASPH)

RWY 31: Thld dsplcd 300' Tree.

SERVICE: FUEL 100LL

AIRPORT REMARKS: Attended 1400Z+-SS. Day phone 910-695-5216. 75' trees north, south, east and west of arpt. Turf area marked with yellow cones. Turf area marked with yellow cones. Rwy 31 dsplcd thld marked with 4' wide white stripe.

AIRPORT MANAGER: 910-695-5216

COMMUNICATIONS: CTAF 122.9

Aerial Photo of BQ1



Section 5

Performance Data

Cirrus Design  
SR22

Takeoff Distance

Conditions:

Winds.....Zero

Runway.....Dry, Level, Paved

Flaps.....50%

Power.....Full Throttle

Mixture.....Set per Placard

• Note •

The following factors are to be applied to the computed takeoff distance for the noted condition:

Headwind - Subtract 10% from computed distance for each 12 knots headwind.

Tailwind - Add 10% for each 2 knots tailwind up to 10 knots.

Grass Runway, Dry - Add 20% to ground roll distance.

Grass Runway, Wet - Add 30% to ground roll distance.

Sloped Runway - Increase table distances by 22% of the ground roll distance at Sea Level, 30% of the ground roll distance at 5000 ft, 43% of the ground roll distance at 10,000 ft for each 1% of upslope. Decrease table distances by 7% of the ground roll distance at Sea Level, 10% of the ground roll distance at 5000 ft, and 14% of the ground roll distance at 10,000 ft for each 1% of downslope.

• Note •

The above corrections for runway slope are required to be included herein. These corrections should be used with caution since published runway slope data is usually the net slope from one end of the runway to the other. Many runways will have portions of their length at greater or lesser slopes than the published slope, lengthening (or shortening) takeoff ground roll estimated from the table.

If brakes are not held while applying power, distances apply from point where full throttle and mixture setting is complete.

For operation in outside air temperatures colder than this table provides, use coldest data shown.

For operation in outside air temperatures warmer than this table provides, use extreme caution.

Aircraft with optional Air Conditioning System - Add 100 feet to ground roll and 150 feet to distance over 50 foot obstacle.

5-12

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