BEECHCRAFT KING AIR C90B QUICK REFERENCE GUIDE (QRG)



TAKEOFF & CLIMB

- Vr (Rotation Speed): 85 KIAS
- V1 (Takeoff Decision Speed): 85 KIAS (typical; varies with weight)
- V2 (Takeoff Safety Speed): 94 KIAS
- Initial Climb Speed: 125 KIAS
- Best Angle of Climb (Vx): 100 KIAS
- Best Rate of Climb (Vy): 125 KIAS
- Climb Power Setting: 1900 RPM / 100% Torque
- Gear Retraction: Positive rate confirmed
- **Flap Retraction**: After positive rate, V2 + 10

CRUISE PERFORMANCE

- Normal Cruise Speed: 210–230 KTAS
- Cruise Power Setting: 1900 RPM / Torque as required (typically 75–85%)
- Recommended Cruise Altitude: FL180–FL250
- Fuel Burn: ~380–450 lbs/hr (total)

DESCENT

- Normal Descent Speed: 180–200 KIAS
- Rate of Descent: 500–1500 fpm
- **Descent Planning**: ~3 nm per 1000 ft loss (at 180 KTAS)
- Idle Descent: Retard throttles; maintain 160–180 KIAS

APPROACH & LANDING

- **Downwind**: 140–160 KIAS | Flaps UP
- Base Leg: 120–140 KIAS | Flaps Approach
- Final Approach: 100–110 KIAS | Flaps Down
- Short Field Approach: 95–100 KIAS | Flaps Full
- **Reference Speed (Vref)**: ~95–105 KIAS (varies with weight)
- Touchdown: ~85–95 KIAS
- Braking: Beta or reverse as needed; smooth application

V-SPEEDS SUMMARY

V-Speed	Value (KIAS)	Definition
Vso	75	Stall speed, landing config (flaps down)
Vs	92	Stall speed, clean config (flaps up)
Vr	85	Rotation speed
V1	85	Decision speed (typical, check AFM)
V2	94	Takeoff safety speed
Vx	100	Best angle of climb
Vy	125	Best rate of climb
Vfe (Approach)	178	Max flaps approach extended
Vfe (Full)	148	Max flaps full extended
Vle	182	Max gear extended speed
Vlo (Extend)	182	Max gear extension speed
Vlo (Retract)	163	Max gear retraction speed
Va	148–162 (weight dependent)	Maneuvering speed
Vmo	226	Max operating speed (do not exceed)
Vref	~95–105	Approach reference speed (varies with weight)

EMERGENCY OPERATIONS

- Best Glide Speed: 125 KIAS
- Engine Failure (After Liftoff):
 - Gear UP, Flaps UP
 - Maintain V2 (94 KIAS), climb out
 - Identify, verify, feather inoperative engine

• Single Engine Enroute:

- Maintain Vyse: 110 KIAS
- Rudder trim as needed
- Secure dead engine

• Dual Engine Failure (Glide):

- Best Glide: 125 KIAS
- Identify suitable landing site
- Attempt restart (Fuel, Ignition, Airflow)
- Engine Fire:
 - Identify engine
 - Feather prop, shut off fuel and bleed air
 - Pull firewall shutoff valve

NOTES

- All speeds assume maximum gross weight unless noted.
- Refer to AFM for performance charts specific to weight and temperature.
- Va and Vref vary with actual operating weight.
- Always verify with performance and limitation data for your aircraft and mission profile.

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