

Comparison:



Whirlwind System II™ Hot-Day Performance Comparison Chart

Aircraft Model	Time to Climb to 12,500 ft at 120 KIAS	Time to Climb to 18,000 ft at 120 KIAS	Max Sensible Cruise Speed at 12,500 ft	Economy Cruise Speed at 12,500 ft	Max Sensible Cruise Speed at 18,000 ft	Economy Cruise Speed at 22,000 ft
Whirlwind System II™ Beech A36/G36 w/TNIO-550	< 14 minutes	< 22 minutes	190 KTAS at 16.8 GPH	180 KTAS at 14.5 GPH	202 KTAS at 17 GPH	196 KTAS at 15.1 GPH
Beech A36/G36 w/ IO-550	> 35 minutes	Not Feasible	160 KTAS at 15 GPH	Not Feasible	Not Feasible	Not Feasible
Beech B36TC	~ 18 minutes	~ 27 minutes	181 KTAS at 16.9 GPH	169 KTAS at 14.1 GPH	190 KTAS at 16.5 GPH	191 KTAS at 15.1 GPH
Beech B58 Baron w/ IO-550s	> 18 minutes	> 35 minutes	196 KTAS at 26.6 GPH	190 KTAS at 22.2 GPH	177 KTAS at 18.2 GPH	Not Feasible
Cessna T210	13-16 minutes	25-29 minutes	184 KTAS at 17.8 GPH	177 KTAS at 16.3 GPH	197 KTAS at 17.8 GPH	205 KTAS at 17.5 GPH

What Does This Chart Show?

1. Hot day conditions are the most challenging conditions to compare performance. Even under these circumstances, an A36 Bonanza equipped with the **Whirlwind System II™** climbs to 12,500 feet in less than half the time than without the turbo and is 30 kts faster once it gets there!
2. An A36/G36 Bonanza equipped with the **Whirlwind System II™** is faster and more fuel-efficient than a factory B36TC Bonanza or a Cessna T210 at all altitudes!

- Every effort has been made to accomplish a good "apples-to-apples" comparison.
- Aircraft performance data have been interpolated from the respective Beech and Cessna POH manuals.
- **Whirlwind System II™** speeds are all obtained operating lean of peak, with maximum CHT < 380° F at cruise.
- Baseline data for the **Whirlwind System II™** was obtained during hot day conditions, with surface temp > 109° F.