SOCATA Tobago TB-10 Model Guide

The SOCATA Tobago TB-10 is a fixed-gear, single-engine piston aircraft. Registry data for the TB 10 family shows up to 5 passengers, up to 1100 kg MTOW, up to 116 kt cruise, up to 680 nm range and a 15000 ft service ceiling. These are family-level maxima, not confirmed for every aircraft. The only document here is a French pilot checklist, so weights, limits and handbook data are not covered.

KEY TAKEAWAYS

- Fixed landing gear. Two fuel tanks of 105 litres each, 6 litres unusable. Fuel burn is about 40 litres per hour at 23/2400.
- Key speeds: rotate at 65 kt, best rate of climb 78 kt, best glide 86 kt, stall 60 kt clean and 53 kt in landing flaps.
- Demonstrated crosswind is 25 kt. Final approach is 75 kt with flaps 10° and 73 kt with full flaps.
- The checklist gives no weight and balance, useful load or price data. Get the flight manual and logbooks before buying.

ENGINE START AND RUN-UP CHECKS

Cold start uses 4 primer injections; a warm engine takes none. Starter runs 10 seconds maximum. Confirm oil pressure within 30 seconds. Run-up at 1800 then 2000 rpm: magneto drop under 175 rpm, difference between magnetos under 50 rpm, carb heat drop under 100 rpm, idle 600 to 700 rpm. Oil level should sit between 4 and 8 quarts.

TAKEOFF, CLIMB AND APPROACH SPEEDS

Takeoff uses flaps 8° and at least 2600 rpm. Rotate at 65 kt, initial climb 65 to 73 kt, then 90 kt after flaps and pump are retracted and off. Best angle climb is 70 kt with flaps 10°. Approach with no wind and flaps 0° is 80 kt. Precautionary landing speed is 70 kt. Stalls are 60 kt flaps 0°, 57 kt flaps 10°.

PERFORMANCE

Demonstrated Crosswind Kts	25
Approach Speed Flaps 0 Kts	80
Approach Speed Flaps 10 Kts	75
Approach Speed Full Flaps Kts	73
Precautionary Landing Speed Kts	70

V-SPEEDS

Rotation Speed Kts	65
Best Rate Climb Kts	78
Best Angle Climb Kts	70
Best Glide Kts	86
Maneuvering Speed Kts	86
Stall Flaps 0 Kts	60
Stall Flaps 10 Kts	57
Stall Landing Flaps Kts	53

SAFETY NOTES

- Engine failure in flight: glide at 86 kt. Check tank, pump, mixture, carb heat and magnetos, then make a forced landing.
- Failure just after takeoff: pitch down to 70 kt and land straight ahead. Fuel off, mixture to idle cut-off, battery and alternator off.
- Alternator failure: the battery supplies the system, so shed loads. Try re-engaging the alternator only once.

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