



# **CESSNA 152**

## **Quick Reference Handbook Version 1.1**

ALL GREY SHADED AREAS  
ARE MEMORY ITEMS



## Normal Procedures

Pre-Flight Check.....	N-1
Cockpit .....	N-1
Empennage .....	N-1
Right Wing .....	N-1
Nose .....	N-2
Left Wing .....	N-2
Before Starting Engine .....	N-3
Starting Engine.....	N-3
Flooded Start.....	N-4
After Start Checks .....	N-4
Taxi Checks .....	N-4
Run Up Checks .....	N-4
Before Takeoff.....	N-5
Line Up.....	N-5
Rolling Checks .....	N-5
After Takeoff.....	N-6
Enroute Climb.....	N-6
Top of Climb.....	N-6
Cruise.....	N-6
Top of Descent.....	N-7
Descent.....	N-7
Pre-Landing Checks .....	N-7
Final Checks .....	N-8
Balked Landing.....	N-8
After Landing.....	N-8

Securing Aeroplane ..... N-9

# Pre-Flight Check

---

## COCKPIT

---

1. Control Wheel Lock ..... REMOVED
2. Ignition Switch..... OFF
3. Master Switch ..... ON
4. Fuel Quantity Indicators .....CHECK QUANTITY
5. Master Switch ..... OFF
6. Fuel Shutoff Valve ..... ON

---

## EMPENNAGE

---

1. Rudder Gust Lock ..... REMOVE
2. Tail Tie-Down..... DISCONNECT
3. Control Surfaces .....CHECK FREEDOM OF  
..... MOVEMENT & SECURITY

---

## RIGHT WING

---

1. Aileron ..... CHECK FREEDOM OF MOVEMENT & SECURITY
2. Wing Tie-Down ..... DISCONNECT
3. Main wheel Tyre ..... CHECK PROPER INFLATION
4. Fuel Drain ..... CHECK QUALITY
5. Fuel Quantity .....CHECK VISUALLY
6. Fuel Filler Cap ..... SECURE

---

## **NOSE**

---

1. Engine Oil Level..... CHECK NOT LESS THAN 4 QUARTS
2. Fuel Strainer ..... DRAINED and CHECK CLOSED
3. Propeller And Spinner..... CHECK FOR NICKS & SECURITY
4. Carburettor Air Filter .....CHECK FOR RESTRICTIONS
5. Landing Light(s)..... CHECK CONDITION AND CLEANLINESS
6. Nose Wheel Strut & Tyre ..... CHECK PROPER INFLATION
7. Nose Tie-Down..... DISCONNECT
8. Static Source Opening.....CHECK FOR STOPPAGE

---

## **LEFT WING**

---

1. Main Wheel Tyre..... CHECK PROPER INFLATION
2. Fuel Drain ..... CHECK QUALITY
3. Fuel Quantity .....CHECK VISUALLY
4. Fuel Filler Cap ..... SECURE
5. Pitot Tube Cover..... REMOVE & CHECK FOR STOPPAGE
6. Stall Warning Opening..... CHECK
7. Fuel Tank Vent Opening.....CHECK FOR STOPPAGE
8. Wing tie down ..... DISCONNECT
9. Aileron ..... CHECK FREEDOM OF MOVEMENT & SECURITY

## Before Starting Engine

1. Pre-flight Inspection ..... COMPLETE
2. Flight Authorisation ..... COMPLETE
3. M/R.....CHECKED & SIGNED
4. Passenger Briefing ..... COMPLETE
5. Seats, Seat Belts, Shoulder Harnesses .....ADJUST and LOCK
6. Brakes ..... TEST and SET
7. Radios, Electrical Equipment .....OFF
8. Circuit Breakers .....CHECK IN
9. Mixture..... RICH
10. Throttle ..... OPEN ½ INCH (CLOSED if engine is warm)
11. Carburettor Heat ..... COLD
12. Rotating Beacon ..... ON
13. Fuel Shutoff Valve ..... ON
14. Propeller Area..... CLEAR
15. Master Switch ..... ON

### **WARNING**

Do not pump throttles during or prior to the starting procedures.

### **CAUTION**

Maximum starter engage duty cycle is 30 seconds on, followed by a minimum of two minutes off.

## Starting Engine

1. Prime ..... AS REQUIRED (3 Cold, None Hot)
2. Ignition Switch..... START (release when engine starts)
3. Throttle ..... ADJUST for 1000 RPM or less
4. Oil Pressure ..... CHECK

## **Flooded Start**

1. Mixture..... ICO
  2. Throttle ..... FULL OPEN
  3. Starter..... CRANK ENGINE THROUGH  
..... SEVERAL REVOLUTIONS
- Repeat starting procedure without any additional priming.

## **After Start Checks**

1. Radios ..... ON / SET / CHECKED
2. Intercom System.....CHECKED
3. Lights.....TAXI ON
4. Flaps..... RETRACTED
5. Mixture.....LEANED

## **Taxi Checks**

1. Brakes .....CHECKED
2. Flight Instruments .....CHECKED

## **Run Up Checks**

1. Parking Brake ..... SET
2. Mixture..... RICH (below 3000 feet)
3. Elevator Trim ..... SET FOR TAKE OFF
4. Throttle ..... 1700 RPM
5. Magnetos..... CHECK

RPM drop should not exceed 125 RPM on either magneto or 50 RPM differential between magnetos.

6. Carburettor Heat..... CHECK (for RPM drop)
7. Suction Gauge..... CHECK
8. Engine Instruments and Ammeter..... CHECK



- 9. Throttle ..... CHECK SLOW IDLE
- 10. Throttle ..... RESET 1000 RPM

### **Before Takeoff**

- 1. Cabin Doors..... CLOSED and LATCHED
- 2. Flight Controls.....FREE & CORRECT
- 3. Flight Instruments .....CHECK and SET
- 4. Fuel Shutoff Valve ..... CHECK ON
- 5. Mixture..... RICH (below 3000 feet)
- 6. Elevator Trim ..... SET FOR TAKE OFF
- 7. Throttle Friction Lock ..... ADJUSTED
- 8. Radios Nav aids and Avionics.....SET / CHECKED
- 9. Wing Flaps..... SET FOR TAKE OFF
- 10. Departure Brief ..... COMPLETE
- 11. Takeoff Safety Brief ..... COMPLETE
- 12. Parking Brake ..... OFF

### **Line Up**

- 1. Pitot Heat..... A/R
- 2. Instruments ..... CHECK ALIGNMENT
- 3. Switches .....LIGHTS/PUMPS A/R
- 4. Transponder/Trim ..... ALT/TAKE OFF
- 5. Altimeter .....WITHIN TOLERANCE

### **Rolling Checks**

- 1. Power ..... STATIC BETWEEN 2280-2380 RPM
- 2. Engine ..... OIL TEMP AND PRESSURE GREEN
- 3. Airspeed .....ALIVE

## After Takeoff

1. Gear ..... UP
2. Flaps..... RETRACTED
3. Power ..... SET
4. Temperature and Pressure Indicators.....CHECKED
5. Switches ..... OFF
6. Mixture..... LEANED A/R
7. Centreline .....CHECKED

## Enroute Climb

1. Airspeed ..... 70 – 80 KIAS
2. Throttle ..... FULL OPEN
3. Mixture..... RICH below 3000 feet,  
..... LEANED above 3000 feet

## Top of Climb

1. Fuel Log.....COMPLETE / CORRECT TANK
2. Mixture..... LEANED (AS PER POH)
3. QNH ..... AREA
4. DI/Compass..... ALIGNED
5. Cowl Flaps..... AS REQUIRED
6. Aids/Audio ..... TUNED/IDENTIFIED/TESTED
7. Radios .....SET/CHECKED

## Cruise

1. Power ..... 1900 – 2550 RPM
2. Elevator Trim ..... ADJUST
3. Mixture..... LEAN

## Top of Descent

1. Fuel Log..... COMPLETE
2. Mixture..... AS REQUIRED
3. QNH ..... LOCAL
4. DI/Compass..... ALIGNED
5. Cowl Flaps..... AS REQUIRED
6. Aids/Audio ..... TUNED/IDENTIFIED/TESTED
7. Radios .....SET/CHECKED

## Descent

1. Carburettor Heat..... FULL HEAT A/R
2. Power ..... AS DESIRED
3. Mixture.....ADJUST for smooth operation  
..... FULL RICH for idle power

## Pre-Landing Checks

1. Brakes .....PRESSURE CHECKED & OFF
2. Undercarriage.....DOWN AND LOCKED
3. Mixture..... RICH
4. Fuel ..... ON & QUANTITY CHECKED
5. Instruments.....ALIGNED/WITHIN TOLERANCES
6. Switches .....LIGHTS/PUMPS A/R
7. Hatches & Harnesses ..... SECURE
8. Pilot Activated Lighting..... A/R

## Final Checks

1. Pitch ..... A/R
2. Undercarriage .....DOWN AND LOCKED (3 GREENS)
3. Flaps..... A/R
4. Carburettor Heat ..... COLD
5. Check Windsock .....CHECKED
6. Clearance .....OBTAINED

## Baulked Landing

1. Throttle ..... FULL OPEN
2. Carburettor Heat ..... COLD
3. Wing Flaps..... RETRACT to 20°
4. Airspeed ..... 55 KIAS
5. Wing Flaps..... RETRACT (ONE STAGE AT A TIME)

## After Landing

1. Carburettor Heat ..... COLD
2. Wing Flaps..... UP
3. Landing Light & Stobes..... OFF
4. Taxi Light ..... ON
5. Transponder .....STBY
6. Trim ..... NEUTRAL
7. Mixture..... LEANED

## Securing Aeroplane

1. Throttle ..... 1000 RPM
2. Parking Brake ..... SET
3. Electrical Equipment ..... OFF (BEACON REMAINS ON)
4. Radios and Avionics ..... OFF
5. Magnetos.....CHECKED
6. Mixture..... IDLE CUT-OFF (pull full out)
7. Ignition Switch..... OFF ONCE ENGINE STOPPED  
..... & KEYS REMOVED
8. Master Switch ..... OFF
9. Control Lock ..... INSTALL
10. Tie Downs..... SECURE

# Emergency Procedures

Airspeeds for Emergency Operation.....	E-1
Engine Failures .....	E-1
Engine Failure During Take Off Roll.....	E-1
Engine Failure Immediately After Take Off.....	E-1
Engine Failure During Flight (Restart Procedures).....	E-2
Forced Landings.....	E-2
Emergency Landing Without Engine Power .....	E-2
Precautionary Landing With Engine Power .....	E-3
Ditching.....	E-3
Fires .....	E-4
During Start On Ground.....	E-4
Engine Fire In Flight.....	E-5
Electrical Fire In Flight .....	E-5
Cabin Fire .....	E-6
Wing Fire .....	E-6
Landing With A Flat Main Tyre .....	E-6
Electrical Power Supply System Malfunctions .....	E-7



## Airspeeds for Emergency Operation

1. Engine Failure After Take off ..... 60 KIAS
2. Manoeuvring Speed at 1670 lbs ..... 104 KIAS  
1500 lbs..... 98 KIAS  
1350 lbs..... 93 KIAS
3. Maximum Glide..... 60 KIAS
4. Precautionary Landing With Engine Power ..... 55 KIAS
5. Landing Without Engine Power ..... Wing flaps up 65 KIAS  
..... Wing flaps down 60 KIAS



# Engine Failures

## ENGINE FAILURE DURING TAKE OFF ROLL

1. Throttle ..... IDLE
2. Brakes ..... APPLY
3. Wing Flaps..... RETRACT
4. Mixture..... IDLE CUT-OFF
5. Ignition Switch..... OFF
6. Master Switch ..... OFF

## ENGINE FAILURE IMMEDIATELY AFTER TAKE OFF

1. Airspeed ..... 65 KIAS
2. Mixture ..... IDLE CUT-OFF
3. Fuel Shutoff valve ..... OFF
4. Ignition Switch..... OFF
5. Wing Flaps..... AS REQ
6. Master Switch ..... OFF

## ENGINE FAILURE DURING FLIGHT (RESTART PROCEDURES)

1. Airspeed ..... 65 KIAS
2. Carburettor Heat ..... ON
3. Primer ..... IN and LOCKED
4. Fuel Shutoff Valve ..... ON
5. Mixture ..... RICH
6. Ignition Switch..... BOTH (or Start if propeller stopped)

## Forced Landings

### EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed ..... 65 KIAS (flaps UP)  
..... 60 KIAS (flaps DOWN)
2. Mixture ..... IDLE CUT-OFF
3. Fuel Shutoff valve ..... OFF
4. Ignition Switch..... OFF
5. Wing Flaps..... AS REQUIRED (30° recommended)
6. Master Switch ..... OFF
7. Doors..... UNLATCH PRIOR TO TOUCHDOWN
8. Touchdown ..... SLIGHTLY TAIL LOW
9. Brakes .....APPLY HEAVILY

### PRECAUTIONARY LANDING WITH ENGINE POWER

1. Airspeed ..... 60 KIAS
2. Wing Flaps ..... 10°
3. Selected Field..... FLY OVER,  
noting terrain and obstructions, then retract flaps upon reaching a safe  
altitude and airspeed
4. Radio and Electrical Switches..... OFF
5. Wing Flaps..... 30° (on final approach)
6. Airspeed ..... 55 KIAS
7. Master Switch ..... OFF
8. Doors ..... UNLATCH PRIOR TO TOUCHDOWN
9. Touchdown ..... SLIGHTLY TAIL LOW
10. Ignition Switch..... OFF
11. Brakes .....APPLY HEAVILY

---

## DITCHING

---

1. Radio ..... TRANSMIT MAYDAY  
on 121.5 MHz, giving location and intentions and Squawk 7700 if  
transponder is installed
2. Heavy objects ..... SECURE OR JETTISON
3. Approach ..... High Winds, Heavy Swells – INTO THE WIND  
..... Light Winds, Heavy Swells – PARALLEL TO SWELLS
4. Wing Flaps..... 30°
5. Power ..... ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS
6. Cabin Doors..... UNLATCH
7. Touchdown ..... LEVEL ATTITUDE AT 300 FT/MIN DESCENT
8. Face ..... CUSHION at touchdown with folded coat
9. Aeroplane ..... EVACUATE through cabin doors

If necessary, open windows and flood cabin to equalise pressure so  
doors can be opened

10. Life Vests and Raft ..... INFLATE

# Fires

## DURING START ON GROUND

1. Cranking ..... CONTINUE, to get a start which would suck the flames and accumulated fuel through the carburettor and into the engine

If engine starts

1. Power ..... 1700 RPM for a few minutes
2. Engine ..... SHUTDOWN and inspect for damage

If engine fails to start:

1. Throttle ..... FULL OPEN
2. Mixture ..... IDLE CUT OFF
3. Cranking ..... CONTINUE in an effort to obtain a start
4. Fire extinguisher ..... OBTAIN
5. Engine ..... SECURE
6. Master Switch ..... OFF
7. Ignition Switch..... OFF
8. Fuel Shut Off Valve..... OFF
9. Fire ..... EXTINGUISH using fire extinguishers, wool blanket, or dirt
10. Fire damage ..... INSPECT, repair damage or replace damaged components or wiring before conducting another flight

## ENGINE FIRE IN FLIGHT

1. Mixture..... IDLE CUT-OFF
2. Fuel Shutoff Valve ..... OFF
3. Master Switch ..... OFF
4. Cabin Heat and Air ..... OFF (except wing root vents)
5. Airspeed ..... 85 KIAS

If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture.

6. Forced Landing..... EXECUTE  
*(as described in Emergency Landing Without Engine Power)*

## ELECTRICAL FIRE IN FLIGHT

1. Master Switch ..... OFF
2. All Other Switches ..... OFF (except ignition switch)
3. Vents / Cabin Air / Heat ..... CLOSED
4. Fire Extinguisher..... ACTIVATE

### WARNING

After discharging an extinguisher within a closed cabin, ventilate cabin

If fire appears out and electrical power is necessary for continuation of flight:

1. Master Switch ..... ON
2. Circuit Breakers ..... CHECK for faulty circuit, do not reset
3. Radio/Electrical Switches..... ON one at a time, with delay after each until short circuit is localised
4. Vents / Cabin Air / Heat ..... OPEN when it is ascertained that fire is completely extinguished

---

## CABIN FIRE

---

1. Master Switch ..... OFF
2. Vents / Cabin Air / Heat ..... CLOSED (to avoid drafts)
3. Fire Extinguisher ..... ACTIVATE

### WARNING

After discharging an extinguisher within a closed cabin, ventilate the cabin

Land the aeroplane as soon as possible to inspect for damage

---

## WING FIRE

---

1. Navigational Light Switch ..... OFF
2. Strobe Light Switch ..... OFF
3. Pitot Heat Switch ..... OFF



## **Abnormal Procedures**

Icing .....	A-1
Landing With A Flat Main Tyre .....	A-1
Landing Without Elevator Control .....	A-2
Rough Engine Operation Or Loss Of Power .....	A-2
Carburettor Icing .....	A-2
Spark Plug Fouling .....	A-2
Magneto Malfunction.....	A-3
Low Oil Pressure .....	A-3
Electrical Power Supply System Malfunction .....	A-3





# Icing

1. Pitot Heat Switch ..... ON (if installed)

Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.

2. Cabin Heat Control ..... FULL OUT
3. Throttle ..... OPEN

Watch for signs of carburettor air filter ice and apply carburettor heat as required. Plan landing at nearest airport. With rapid ice build-up, select a suitable 'off airport' landing site.

4. Mixture ..... LEAN FOR MAX RPM
5. Wing Flaps ..... RETRACTED
6. Left Window ..... OPEN,  
Scrape ice from windshield if practical

Land approach using forward slip for improved visibility. Approach at 65 to 75 KIAS depending on amount of ice accumulation. Perform a landing in level attitude.

## Landing With A Flat Main Tyre

1. Wing Flaps ..... AS DESIRED
2. Approach ..... NORMAL
3. Touchdown ..... GOOD TYRE FIRST,  
hold aeroplane off flat tyre as long as possible with aileron control

## Landing Without Elevator Control

1. Trim ..... SET
2. Airspeed ..... 55 KIAS
3. Flaps..... 20°
4. Power ..... ADJUST,  
use to control glide angle, **do not change elevator trim control**

## Rough Engine Operation Or Loss Of Power

---

### CARBURETTOR ICING

---

1. Throttle ..... FULL
2. Carburettor Heat Knob..... PULL FULL OUT
3. Mixture..... LEAN for max RPM/as desired

### NOTE

If conditions require the continued use of carburettor heat in cruise flight, use the minimum amount of heat necessary to prevent ice from forming.

---

### SPARK PLUG FOULING

---

1. Ignition Switch..... TURN from BOTH to L or R
2. Mixture..... LEAN FOR CRUISE

If the problem persists:

3. Mixture..... RICH

If this does not solve the problem, land at the nearest airport for repairs using the BOTH position of the ignition switch unless extreme roughness dictates the use of a single ignition position.

---

## MAGNETO MALFUNCTION

---

1. Ignition Switch.....TURN from BOTH to L or R
2. Mixture..... RICH

Land at nearest airport.

---

## LOW OIL PRESSURE

---

1. Oil Pressure Gauge ..... CHECK

If oil temperature rises, engine failure may be imminent.

2. Power .....REDUCE

Land immediately.

## Electrical Power Supply System Malfunctions

Ammeter Shows Excessive Rate Of Charge (Full Scale Deflection)

1. Alternator .....OFF
2. Alternator Circuit Breaker..... PULL
3. Nonessential Electrical Equipment.....OFF
4. Flight..... TERMINATE as soon as practical

Low-Voltage Light Illuminates During Flight (Ammeter Indicates Discharge)

1. Radios .....OFF
2. Alternator Circuit Breaker..... CHECK IN
3. Master Switch ..... OFF (both sides)
4. Master Switch ..... ON
5. Low-Voltage Light ..... CHECK OFF
6. Radios ..... ON

If low-voltage light illuminates again:

- 7. Alternator .....OFF
- 8. Nonessential Radio and Electrical Equipment.....OFF
- 9. Flight..... TERMINATE as soon as practical

## Supplemental Information

Passenger Brief .....	S-1
Takeoff Safety Brief .....	S-1
Departure And Approach .....	S-1
Sample Passenger Brief .....	S-2
Standard Flow Procedure .....	S-3
Aircraft Summary .....	S-4
Cruise Performance.....	S-5



## Passenger Brief

- No smoking in aircraft
- Proper use and adjustment of seat belts
- Location and proper operation of emergency exits
- Location of life jackets, first aid kits and fire extinguishers, and if required, survival kits and life rafts.
- Requirement of a passenger occupying a control seat, not to interfere with the controls during the flight
- Operation of ventilation system
- Proper stowage of passengers' carry on items during critical phases of flight
- Seat backs must be upright for takeoff and landing
- Mobile phones and electronic devices must be off at all times

## Takeoff Safety Brief

- If there is an engine failure, fire or abnormality whilst on the runway I will close the throttle and brake as required
- If there is an engine failure or major abnormality shortly after take-off with sufficient runway or overrun remaining, I will lower the nose, select full flap, land and brake as required
- If the engine fails with insufficient runway or overrun, I will lower the nose, maintain (...) knots (best glide speed), select a suitable field 30 degrees either side of the nose, extend flaps as required and land.

I will only turn back to the runway if I am at 1000 feet AGL or on the downwind leg

## Departure and Approach

- Charts
- Terrain
- Weather
- Operational Considerations
- Any additional items you deem are threats



## Sample Passenger Brief

“Welcome aboard your flight, my name is \_\_\_\_\_ your pilot. Today you’ll be flying in a \_\_\_\_\_.

Our airplane has \_\_\_\_\_ doors. You can close the door by \_\_\_\_\_ if you need to open the door, such as in the unlikely event of an emergency, you can open the door by \_\_\_\_\_ To adjust your seat, there will be a lever underneath the seat.

Each seat in the airplane is equipped with an adjustable seatbelt. Fasten your seatbelt by inserting the clasp into the buckle. Pull the shoulder harness over your shoulder and clip it on to the clasp. You can adjust the seatbelt at any time by pulling the strap. You can undo your seatbelt by lifting the flap. Please ensure that you wear your seatbelt throughout the flight. Please ensure that all bags or loose items are either placed on the rear seat or in the baggage compartment and secured.

You can adjust the Ventilation Outlets and Controls by \_\_\_\_\_.

Please do not touch any part of the dashboard or controls and please keep your feet away from the pedals.

Please note that smoking on board the airplane is not permitted at any time.

In the unlikely event of an emergency, please exit the airplane and leave any luggage behind. We will meet at the rear of the airplane.”

Where applicable – show use:

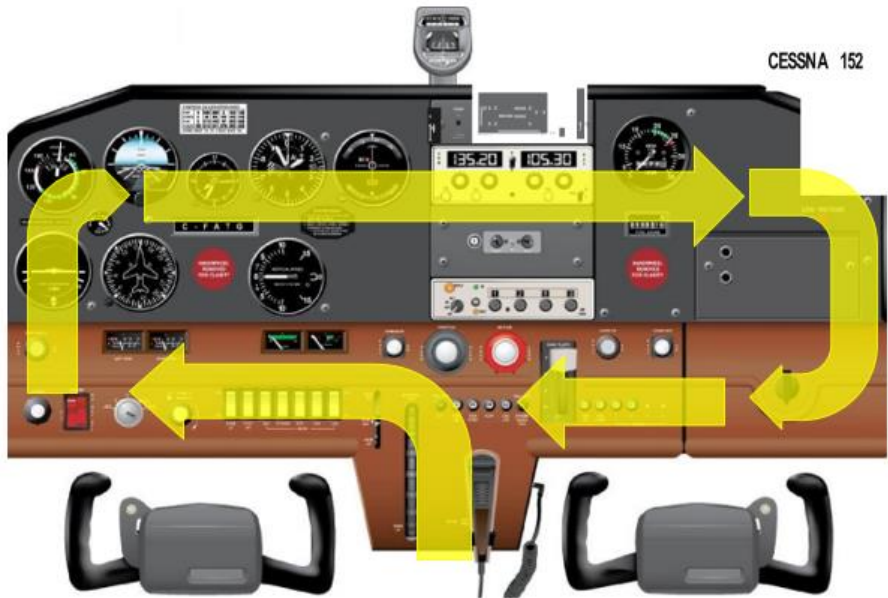
- Lift Vest
- Lift Raft
- ELT
- Oxygen

“Our destination for today’s flight is \_\_\_\_\_ and our Estimated Time of Arrival is \_\_\_\_\_ The weather for our flight today is expected to be \_\_\_\_\_.

Please sit back, relax and enjoy your flight.”

## Standard Flow Procedure

Below is an illustration of the standardised flow employed for *do and check* operations.



Abnormal and emergency procedures are conducted as a *check and do system*.

## Aircraft Summary

For full details refer to the aircraft Flight Manual and/or the Pilot's Operating Handbook.

1. Engine ..... Lycoming O-235-L2C 110 HP
  
2. Oil capacity ..... 6 Quarts maximum  
..... 4 Quarts minimum
3. Total capacity (long range tanks) ..... 147 litres
4. Useable fuel (long range tanks) ..... 142 litres
5. Fuel to tabs (and full standard tanks) ..... 99 litres
6. Useable fuel (tabs and standard tanks)..... 93 litres
  
7. Best angle of climb ..... 55 KIAS
8. Best rate of climb ..... 65 KIAS
9. Cruise climb..... 75 KIAS
  
10. Maximum demonstrated crosswind..... 12 KNOTS
  
11. Maximum flap extension speed..... 85 KIAS
12. Never exceed speed..... 149 KIAS

THIS DATA APPLICABLE ONLY TO AIRPLANES WITH LYCOMING  
O-235-L2C ENGINE. FOR AIRPLANES WITH ENGINE MODIFIED TO  
O-235-N2C, REFER TO DATA IN SECTION 9 SUPPLEMENT.

SECTION 5  
PERFORMANCE

CESSNA  
MODEL 152

CRUISE PERFORMANCE

CONDITIONS:

1670 Pounds

Recommended Lean Mixture (See Section 4, Cruise)

NOTE:

Cruise speeds are shown for an airplane equipped with speed fairings which increase the speeds by approximately two knots.

PRESSURE ALTITUDE FT	RPM	20°C BELOW STANDARD TEMP			STANDARD TEMPERATURE			20°C ABOVE STANDARD TEMP		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2000	2400	---	---	---	75	101	6.1	70	101	5.7
	2300	71	97	5.7	66	96	5.4	63	95	5.1
	2200	62	92	5.1	59	91	4.8	56	90	4.6
	2100	55	87	4.5	53	86	4.3	51	85	4.2
	2000	49	81	4.1	47	80	3.9	46	79	3.8
4000	2450	---	---	---	75	103	6.1	70	102	5.7
	2400	76	102	6.1	71	101	5.7	67	100	5.4
	2300	67	96	5.4	63	95	5.1	60	95	4.9
	2200	60	91	4.8	56	90	4.6	54	89	4.4
	2100	53	86	4.4	51	85	4.2	49	84	4.0
	2000	48	81	3.9	46	80	3.8	45	78	3.7
6000	2500	---	---	---	75	105	6.1	71	104	5.7
	2400	72	101	5.8	67	100	5.4	64	99	5.2
	2300	64	96	5.2	60	95	4.9	57	94	4.7
	2200	57	90	4.6	54	89	4.4	52	88	4.3
	2100	51	85	4.2	49	84	4.0	48	83	3.9
	2000	46	80	3.8	45	79	3.7	44	77	3.6
8000	2550	---	---	---	75	107	6.1	71	106	5.7
	2500	76	105	6.2	71	104	5.8	67	103	5.4
	2400	68	100	5.5	64	99	5.2	61	98	4.9
	2300	61	95	5.0	58	94	4.7	55	93	4.5
	2200	55	90	4.5	52	89	4.3	51	87	4.2
	2100	49	84	4.1	48	83	3.9	46	82	3.8
10,000	2500	72	105	5.8	68	103	5.5	64	103	5.2
	2400	65	99	5.3	61	98	5.0	58	97	4.8
	2300	58	94	4.7	56	93	4.5	53	92	4.4
	2200	53	89	4.3	51	88	4.2	49	86	4.0
	2100	48	83	4.0	46	82	3.9	45	81	3.8
12,000	2450	65	101	5.3	62	100	5.0	59	99	4.8
	2400	62	99	5.0	59	97	4.8	56	96	4.6
	2300	56	93	4.6	54	92	4.4	52	91	4.3
	2200	51	88	4.2	49	87	4.1	48	85	4.0
	2100	47	82	3.9	45	81	3.8	44	79	3.7

Figure 5-7. Cruise Performance