

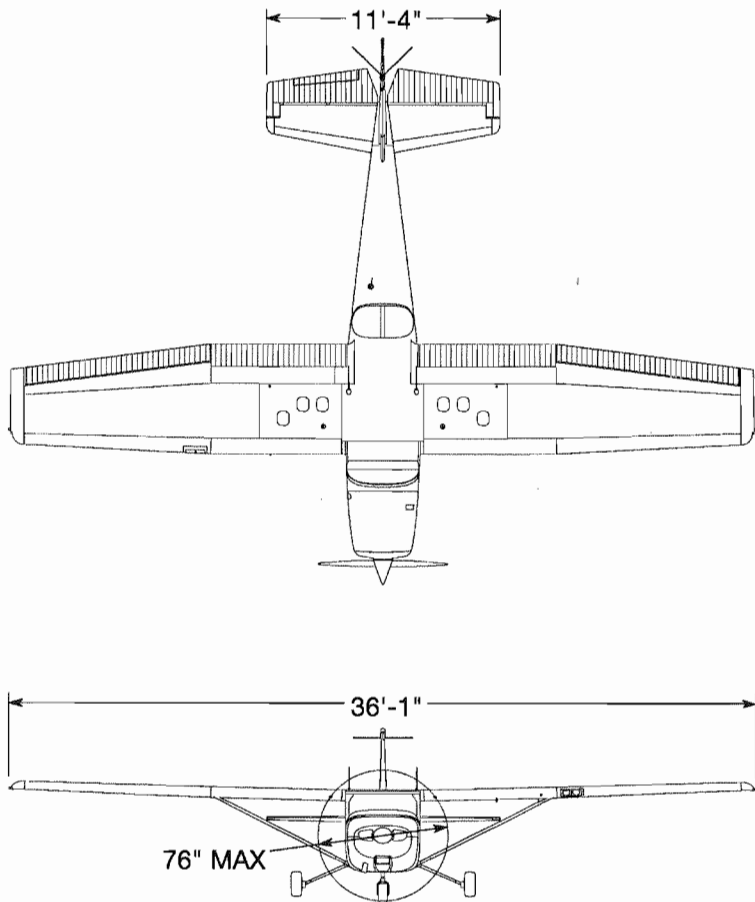
GENERAL

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THREE VIEW - NORMAL GROUND ATTITUDE

83079

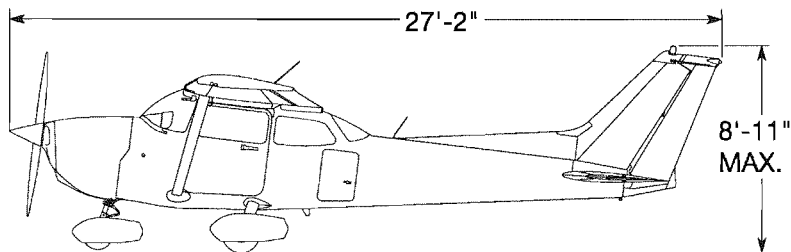


0510T1002
0510T1003

Figure 1-1 (Sheet 1 of 2)

THREE VIEW - NORMAL GROUND ATTITUDE

B3080



0510T1008

NOTE

- Wing span shown with standard strobe lights installed.
- Wheel base length is 65.0 inches.
- Propeller ground clearance is 11.25 inches.
- Wing area is 174.0 square feet.
- Minimum turning radius (*pivot point to outboard wing tip) is 27.0 feet, 5.50 inches.
- Normal ground attitude is shown with nose strut showing approximately 2 inches of strut, and wings level.

Figure 1-1 (Sheet 2)

INTRODUCTION

This POH contains 9 sections, and includes the material required to be furnished to the pilot by 14 CFR 23. It also contains supplemental data supplied by Cessna Aircraft Company.

Section 1 provides basic data and information of general interest. It also contains definitions or explanations of symbols, abbreviations, and terminology commonly used.

DESCRIPTIVE DATA

ENGINE

Number of Engines: 1

Engine Manufacturer: Textron Lycoming

Engine Model Number: IO-360-L2A

Engine Type: Normally aspirated, direct drive, air-cooled, horizontally opposed, fuel injected, four cylinder engine with 360.0 cu. in. displacement.

Horsepower Rating and Engine Speed: 180 rated BHP at 2700 RPM

PROPELLER

Propeller Manufacturer: McCauley Propeller Systems

Propeller Model Number: 1A170E/JHA7660

Number of Blades: 2

Propeller Diameter: 76 inches

Propeller Type: Fixed pitch

(Continued Next Page)

DESCRIPTIVE DATA (Continued)

FUEL

WARNING

USE OF UNAPPROVED FUELS MAY RESULT IN DAMAGE TO THE ENGINE AND FUEL SYSTEM COMPONENTS, RESULTING IN POSSIBLE ENGINE FAILURE.

Approved Fuel Grades (and Colors):
100LL Grade Aviation Fuel (Blue)
100 Grade Aviation Fuel (Green)

NOTE

Isopropyl alcohol or Diethylene Glycol Monomethyl Ether (DiEGME) may be added to the fuel supply. Additive concentrations shall not exceed 1% for isopropyl alcohol or 0.10% to 0.15% for DiEGME. Refer to Section 8 for additional information.

FUEL CAPACITY

| | |
|--------------------------------|-------------------|
| Total Capacity | 56.0 U.S. GALLONS |
| Total Usable | 53.0 U.S. GALLONS |
| Total Capacity Each Tank | 28.0 U.S. GALLONS |
| Total Usable Each Tank | 26.5 U.S. GALLONS |

NOTE

To ensure maximum fuel capacity and minimize crossfeeding when refueling, always park the airplane in a wings level, normal ground attitude and place the fuel selector in the LEFT or RIGHT position. Refer to Figure 1-1 for normal ground attitude dimensions.

(Continued Next Page)

DESCRIPTIVE DATA (Continued)

OIL

OIL SPECIFICATION

MIL-L-6082 or SAE J1966 Aviation Grade Straight Mineral Oil: Used when the airplane was delivered from the factory and should be used to replenish the supply during the first 25 hours. This oil should be drained and the filter changed after the first 25 hours of operation. Refill the engine with MIL-L-6082 or SAE J1966 Aviation Grade Straight Mineral Oil and continue to use until a total of 50 hours has accumulated or oil consumption has stabilized.

MIL-L-22851 or SAE J1899 Aviation Grade Ashless Dispersant Oil: Oil conforming to Textron Lycoming Service Instruction No 1014, and all revisions and supplements thereto, **must be used** after first 50 hours or oil consumption has stabilized.

Recommended viscosity for temperature range:

| Temperature | MIL-L-6082 or SAE J1966 Straight Mineral Oil SAE Grade | MIL-L-22851 or SAE J1899 Ashless Dispersant Oil SAE Grade |
|----------------------------|---|--|
| Above 27°C (80°F) | 60 | 60 |
| Above 16°C (60°F) | 50 | 40 or 50 |
| -1°C (30°F) to 32°C (90°F) | 40 | 40 |
| -18°C (0°F) to 21°C (70°F) | 30 | 30, 40 or 20W-40 |
| Below -12°C (10°F) | 20 | 30 or 20W-30 |
| -18°C (0°F) to 32°C (90°F) | 20W-50 | 20W-50 or 15W-50 |
| All Temperatures | --- | 15W-50 or 20W-50 |

NOTE

When operating temperatures overlap, use the lighter grade of oil.

OIL CAPACITY

Sump..... 8 U.S. QUARTS
 Total..... 9 U.S. QUARTS

(Continued Next Page)

DESCRIPTIVE DATA (Continued)

MAXIMUM CERTIFICATED WEIGHTS

Ramp Weight:

Normal Category 2558 POUNDS

Utility Category 2208 POUNDS

Takeoff Weight:

Normal Category 2550 POUNDS

Utility Category 2200 POUNDS

Landing Weight:

Normal Category 2550 POUNDS

Utility Category 2200 POUNDS

WEIGHT IN BAGGAGE COMPARTMENT, NORMAL CATEGORY

Baggage Area A (Station 82 to 108)..... 120 POUNDS

..... Refer to note below.

Baggage Area B (Station 108 to 142)..... 50 POUNDS

..... Refer to note below.

NOTE

The maximum allowable combined weight capacity for baggage in areas A and B is 120 pounds.

WEIGHT IN BAGGAGE COMPARTMENT, UTILITY CATEGORY

In this category, the rear seat must not be occupied and the baggage compartment must be empty.

(Continued Next Page)

DESCRIPTIVE DATA (Continued)

STANDARD AIRPLANE WEIGHTS

| | |
|---|-------------|
| Standard Empty Weight | 1663 POUNDS |
| Maximum Useful Load, Normal Category | 895 POUNDS |
| Maximum Useful Load, Utility Category | 545 POUNDS |

CABIN AND ENTRY DIMENSIONS

Detailed dimensions of the cabin interior and entry door openings are illustrated in Section 6.

BAGGAGE SPACE AND ENTRY DIMENSIONS

Dimensions of the baggage area and baggage door opening are illustrated in detail in Section 6.

SPECIFIC LOADINGS

| | |
|-------------------------|------------------|
| Wing Loading | 14.7 lbs/sq. ft. |
| Power Loading | 14.2 lbs/HP |

SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

GENERAL AIRSPEED TERMINOLOGY AND SYMBOLS

- KCAS** **Knots Calibrated Airspeed** is indicated airspeed corrected for position and instrument error and expressed in knots. Knots calibrated airspeed is equal to KTAS in standard atmosphere at sea level.
- KIAS** **Knots Indicated Airspeed** is the speed shown on the airspeed indicator and expressed in knots.
- KTAS** **Knots True Airspeed** is the airspeed expressed in knots relative to undisturbed air which is KCAS corrected for altitude and temperature.
- V_A **Maneuvering Speed** is the maximum speed at which full or abrupt control movements may be used without overstressing the airframe.
- V_{FE} **Maximum Flap Extended Speed** is the highest speed permissible with wing flaps in a prescribed extended position.
- V_{NO} **Maximum Structural Cruising Speed** is the speed that should not be exceeded except in smooth air, then only with caution.
- V_{NE} **Never Exceed Speed** is the speed limit that may not be exceeded at any time.
- V_S **Stalling Speed or the minimum steady flight speed** is the minimum speed at which the airplane is controllable.
- V_{SO} **Stalling Speed or the minimum steady flight speed** is the minimum speed at which the airplane is controllable in the landing configuration at the most forward center of gravity.
- V_x **Best Angle of Climb Speed** is the speed which results in the greatest gain of altitude in a given horizontal distance.
- V_Y **Best Rate of Climb Speed** is the speed which results in the greatest gain in altitude in a given time.

(Continued Next Page)

SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

(Continued)

METEOROLOGICAL TERMINOLOGY

OAT **Outside Air Temperature** is the free air static temperature. It may be expressed in either degrees Celsius or degrees Fahrenheit.

Standard Temperature **Standard Temperature** is 15°C at sea level pressure altitude and decreases by 2°C for each 1000 feet of altitude.

Pressure Altitude **Pressure Altitude** is the altitude read from an altimeter when the altimeter's barometric scale has been set to 29.92 inches of mercury (1013 mb).

ENGINE POWER TERMINOLOGY

BHP **Brake Horsepower** is the power developed by the engine.

RPM **Revolutions Per Minute** is engine speed.

Static RPM **Static RPM** is engine speed attained during a full throttle engine runup when the airplane is on the ground and stationary.

Lean Mixture Decreased proportion of fuel in the fuel-air mixture supplied to the engine. As air density decreases, the amount of fuel required by the engine decreases for a given throttle setting. Adjusting the fuel-air mixture to provide a smaller portion of fuel is known as "leaning" the mixture.

(Continued Next Page)

SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

(Continued)

ENGINE POWER TERMINOLOGY (Continued)

Rich Mixture Increased proportion of fuel in the fuel-air mixture supplied to the engine. As air density increases, the amount of fuel required by the engine increases for a given throttle setting. Adjusting the fuel-air mixture to provide a greater portion of fuel is known as "richening" the mixture.

Full Rich Mixture control full forward (pushed in, full control travel, toward the panel).

Idle Cutoff Mixture control full aft (pulled out, full control travel, away from the panel).

Full Throttle Throttle full forward (pushed in, full control travel, toward the panel). Also known as "full open" throttle.

Closed Throttle Throttle full aft (pulled out, full control travel, away from the panel). Also known as the throttle "idle" position.

(Continued Next Page)

SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

(Continued)

AIRPLANE PERFORMANCE AND FLIGHT PLANNING TERMINOLOGY

Demonstrated
Crosswind
Velocity

Demonstrated Crosswind Velocity is the velocity of the crosswind component for which adequate control of the airplane during takeoff and landing was actually demonstrated during certification tests. The value shown is not considered to be limiting.

Usable
Fuel

Usable Fuel is the fuel available for flight planning.

Unusable
Fuel

Unusable Fuel is the quantity of fuel that can not be safely used in flight.

GPH

Gallons Per Hour is the amount of fuel consumed per hour.

NMPG

Nautical Miles Per Gallon is the distance which can be expected per gallon of fuel consumed at a specific engine power setting and/or flight configuration.

g

g is acceleration due to gravity.

Course
Datum

Course Datum is the compass reference used by the autopilot, along with course deviation, to provide lateral control when tracking a navigation signal.

(Continued Next Page)

SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

(Continued)

WEIGHT AND BALANCE TERMINOLOGY

| | |
|--------------------------|--|
| Reference Datum | Reference Datum is an imaginary vertical plane from which all horizontal distances are measured for balance purposes. |
| Station | Station is a location along the airplane fuselage given in terms of the distance from the reference datum. |
| Arm | Arm is the horizontal distance from the reference datum to the center of gravity (C.G.) of an item. |
| Moment | Moment is the product of the weight of an item multiplied by its arm. (Moment divided by the constant 1000 is used in this POH to simplify balance calculations by reducing the number of digits.) |
| Center of Gravity (C.G.) | Center of Gravity is the point at which an airplane, or equipment, would balance if suspended. Its distance from the reference datum is found by dividing the total moment by the total weight of the airplane. |
| C.G. Arm | Center of Gravity Arm is the arm obtained by adding the airplane's individual moments and dividing the sum by the total weight. |
| C.G. Limits | Center of Gravity Limits are the extreme center of gravity locations within which the airplane must be operated at a given weight. |
| Standard Empty Weight | Standard Empty Weight is the weight of a standard airplane, including unusable fuel, full operating fluids and full engine oil. |

(Continued Next Page)

SYMBOLS, ABBREVIATIONS AND TERMINOLOGY (Continued)

WEIGHT AND BALANCE TERMINOLOGY (Continued)

Basic Empty
Weight

Basic Empty Weight is the standard empty weight plus the weight of optional equipment.

Useful Load

Useful Load is the difference between ramp weight and the basic empty weight.

MAC

MAC (Mean Aerodynamic Chord) is a chord of an imaginary rectangular airfoil having the same pitching moments throughout the flight range as that of the actual wing.

Maximum
Ramp
Weight

Maximum Ramp Weight is the maximum weight approved for ground maneuver, and includes the weight of fuel used for start, taxi and runup.

Maximum
Takeoff
Weight

Maximum Takeoff Weight is the maximum weight approved for the start of the takeoff roll.

Maximum
Landing
Weight

Maximum Landing Weight is the maximum weight approved for the landing touchdown.

Tare

Tare is the weight of chocks, blocks, stands, etc. used when weighing an airplane, and is included in the scale readings. Tare is deducted from the scale reading to obtain the actual (net) airplane weight.

METRIC/IMPERIAL/U.S. CONVERSION CHARTS

The following charts have been provided to help international operators convert U.S. measurement supplied with the Pilot's Operating Handbook into metric and imperial measurements.

The standard followed for measurement units shown is the National Institute of Standards Technology (NIST), Publication 811, "Guide for the Use of the International System of Units (SI)."

Please refer to the following pages for these charts.

WEIGHT CONVERSIONS

B5719

(Kilograms x 2.205 = Pounds) (Pounds x .454 = Kilograms)

Kilograms into Pounds Kilogrammes en Livres

| kg | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | lb. | lb. | lb. | lb. | lb. | lb. | lb. | lb. | lb. | lb. |
| 0 | --- | 2.205 | 4.409 | 6.614 | 8.819 | 11.023 | 13.228 | 15.432 | 17.637 | 19.842 |
| 10 | 22.046 | 24.251 | 26.456 | 28.660 | 30.865 | 33.069 | 35.274 | 37.479 | 39.683 | 41.888 |
| 20 | 44.093 | 46.297 | 48.502 | 50.706 | 52.911 | 55.116 | 57.320 | 59.525 | 61.729 | 63.934 |
| 30 | 66.139 | 68.343 | 70.548 | 72.753 | 74.957 | 77.162 | 79.366 | 81.571 | 83.776 | 85.980 |
| 40 | 88.185 | 90.390 | 92.594 | 94.799 | 97.003 | 99.208 | 101.41 | 103.62 | 105.82 | 108.03 |
| 50 | 110.23 | 112.44 | 114.64 | 116.85 | 119.05 | 121.25 | 123.46 | 125.66 | 127.87 | 130.07 |
| 60 | 132.28 | 134.48 | 136.69 | 138.89 | 141.10 | 143.30 | 145.51 | 147.71 | 149.91 | 152.12 |
| 70 | 154.32 | 156.53 | 158.73 | 160.94 | 163.14 | 165.35 | 167.55 | 169.76 | 171.96 | 174.17 |
| 80 | 176.37 | 178.57 | 180.78 | 182.98 | 185.19 | 187.39 | 189.60 | 191.80 | 194.01 | 196.21 |
| 90 | 198.42 | 200.62 | 202.83 | 205.03 | 207.24 | 209.44 | 211.64 | 213.85 | 216.05 | 218.26 |
| 100 | 220.46 | 222.67 | 224.87 | 227.08 | 229.28 | 231.49 | 233.69 | 235.90 | 238.10 | 240.30 |

Pounds into Kilograms Livres en Kilogrammes

| lb. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | kg | kg | kg | kg | kg | kg | kg | kg | kg | kg |
| 0 | --- | 0.454 | 0.907 | 1.361 | 1.814 | 2.268 | 2.722 | 3.175 | 3.629 | 4.082 |
| 10 | 4.536 | 4.990 | 5.443 | 5.897 | 6.350 | 6.804 | 7.257 | 7.711 | 8.165 | 8.618 |
| 20 | 9.072 | 9.525 | 9.979 | 10.433 | 10.886 | 11.340 | 11.793 | 12.247 | 12.701 | 13.154 |
| 30 | 13.608 | 14.061 | 14.515 | 14.969 | 15.422 | 15.876 | 16.329 | 16.783 | 17.237 | 17.690 |
| 40 | 18.144 | 18.597 | 19.051 | 19.504 | 19.958 | 20.412 | 20.865 | 21.319 | 21.772 | 22.226 |
| 50 | 22.680 | 23.133 | 23.587 | 24.040 | 24.494 | 24.948 | 25.401 | 25.855 | 26.308 | 26.762 |
| 60 | 27.216 | 27.669 | 28.123 | 28.576 | 29.030 | 29.484 | 29.937 | 30.391 | 30.844 | 31.298 |
| 70 | 31.752 | 32.205 | 32.659 | 33.112 | 33.566 | 34.019 | 34.473 | 34.927 | 35.380 | 35.834 |
| 80 | 36.287 | 36.741 | 37.195 | 37.648 | 38.102 | 38.555 | 39.009 | 39.463 | 39.916 | 40.370 |
| 90 | 40.823 | 41.277 | 41.731 | 42.184 | 42.638 | 43.091 | 43.545 | 43.999 | 44.452 | 44.906 |
| 100 | 45.359 | 45.813 | 46.266 | 46.720 | 47.174 | 47.627 | 48.081 | 48.534 | 48.988 | 49.442 |

Figure 1-2 (Sheet 1 of 2)

WEIGHT CONVERSIONS

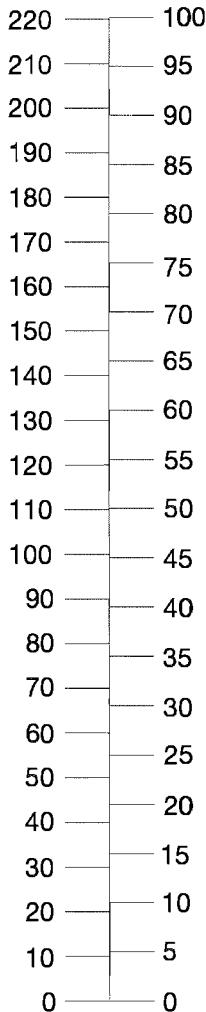
B3081

(Kilograms x 2.205 = Pounds)

(Pounds x .454 = Kilograms)

POUNDS

KILOGRAMS



Units x 10, 100, etc.

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Figure 1-2 (Sheet 2)

LENGTH CONVERSIONS

65720

(Meters x 3.281 = Feet) (Feet x .305 = Meters)

Meters into Feet Metres en Pieds

| m | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | feet | feet | feet | feet | feet | feet | feet | feet | feet | feet |
| 0 | --- | 3.281 | 6.562 | 9.842 | 13.123 | 16.404 | 19.685 | 22.956 | 26.247 | 29.528 |
| 10 | 32.808 | 36.089 | 39.370 | 42.651 | 45.932 | 49.212 | 52.493 | 55.774 | 59.055 | 62.336 |
| 20 | 65.617 | 68.897 | 72.178 | 75.459 | 78.740 | 82.021 | 85.302 | 88.582 | 91.863 | 95.144 |
| 30 | 98.425 | 101.71 | 104.99 | 108.27 | 111.55 | 114.83 | 118.11 | 121.39 | 124.67 | 127.95 |
| 40 | 131.23 | 134.51 | 137.79 | 141.08 | 144.36 | 147.64 | 150.92 | 154.20 | 157.48 | 160.76 |
| 50 | 164.04 | 167.32 | 170.60 | 173.86 | 177.16 | 180.45 | 183.73 | 187.01 | 190.29 | 193.57 |
| 60 | 195.85 | 200.13 | 203.41 | 206.69 | 209.97 | 213.25 | 216.53 | 219.82 | 223.10 | 226.38 |
| 70 | 229.66 | 232.94 | 236.22 | 239.50 | 242.78 | 246.06 | 249.34 | 252.62 | 255.90 | 259.19 |
| 80 | 262.47 | 265.75 | 269.03 | 272.31 | 275.59 | 278.87 | 282.15 | 285.43 | 288.71 | 291.58 |
| 90 | 295.27 | 298.56 | 301.84 | 305.12 | 308.40 | 311.68 | 314.96 | 318.24 | 321.52 | 324.80 |
| 100 | 328.08 | 331.36 | 334.64 | 337.93 | 341.21 | 344.49 | 347.77 | 351.05 | 354.33 | 357.61 |

Feet into Meters Pieds en Metres

| ft | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | m | m | m | m | m | m | m | m | m | m |
| 0 | --- | 0.305 | 0.610 | 0.914 | 1.219 | 1.524 | 1.829 | 2.134 | 2.438 | 2.743 |
| 10 | 3.048 | 3.353 | 3.658 | 3.962 | 4.267 | 4.572 | 4.877 | 5.182 | 5.486 | 5.791 |
| 20 | 6.096 | 6.401 | 6.706 | 7.010 | 7.315 | 7.620 | 7.925 | 8.230 | 8.534 | 8.839 |
| 30 | 9.144 | 9.449 | 9.754 | 10.058 | 10.363 | 10.668 | 10.973 | 11.278 | 11.582 | 11.887 |
| 40 | 12.192 | 12.497 | 12.802 | 13.106 | 13.411 | 13.716 | 14.021 | 14.326 | 14.630 | 14.935 |
| 50 | 15.240 | 15.545 | 15.850 | 16.154 | 16.459 | 16.754 | 17.069 | 17.374 | 17.678 | 17.983 |
| 60 | 18.288 | 18.593 | 18.898 | 19.202 | 19.507 | 19.812 | 20.117 | 20.422 | 20.726 | 21.031 |
| 70 | 21.336 | 21.641 | 21.946 | 22.250 | 22.555 | 22.860 | 23.165 | 23.470 | 23.774 | 24.079 |
| 80 | 24.384 | 24.689 | 24.994 | 25.298 | 25.603 | 25.908 | 26.213 | 26.518 | 26.822 | 27.127 |
| 90 | 27.432 | 27.737 | 28.042 | 28.346 | 28.651 | 28.956 | 29.261 | 29.566 | 29.870 | 30.175 |
| 100 | 30.480 | 30.785 | 31.090 | 31.394 | 31.699 | 32.004 | 32.309 | 32.614 | 32.918 | 33.223 |

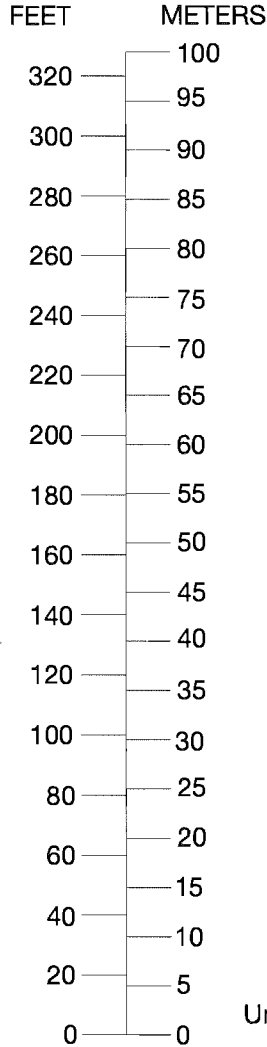
Figure 1-3 (Sheet 1 of 4)

LENGTH CONVERSIONS

B3082

(Meters x 3.281 = Feet)

(Feet x .305 = Meters)



Units x 10, 100, etc.

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Figure 1-3 (Sheet 2)

LENGTH CONVERSIONS

B5721

(Centimeters x .394 = Inches) (Inches x 2.54 = Centimeters)

Centimeters into Inches Centimetres en Pouces

| cm | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | in. | in. | in. | in. | in. | in. | in. | in. | in. | in. |
| 0 | --- | 0.394 | 0.787 | 1.181 | 1.575 | 1.969 | 2.362 | 2.756 | 3.150 | 3.543 |
| 10 | 3.937 | 4.331 | 4.724 | 5.118 | 5.512 | 5.906 | 6.299 | 6.693 | 7.087 | 7.480 |
| 20 | 7.874 | 8.268 | 8.661 | 9.055 | 9.449 | 9.843 | 10.236 | 10.630 | 11.024 | 11.417 |
| 30 | 11.811 | 12.205 | 12.598 | 12.992 | 13.386 | 13.780 | 14.173 | 14.567 | 14.961 | 15.354 |
| 40 | 15.748 | 16.142 | 16.535 | 16.929 | 17.323 | 17.717 | 18.110 | 18.504 | 18.898 | 19.291 |
| 50 | 19.685 | 20.079 | 20.472 | 20.866 | 21.260 | 21.654 | 22.047 | 22.441 | 22.835 | 23.228 |
| 60 | 23.622 | 24.016 | 24.409 | 24.803 | 25.197 | 25.591 | 25.984 | 26.378 | 26.772 | 27.164 |
| 70 | 27.559 | 27.953 | 28.346 | 28.740 | 29.134 | 29.528 | 29.921 | 30.315 | 30.709 | 31.102 |
| 80 | 31.496 | 31.890 | 32.283 | 32.677 | 33.071 | 33.465 | 33.858 | 34.252 | 34.646 | 35.039 |
| 90 | 35.433 | 35.827 | 36.220 | 36.614 | 37.008 | 37.402 | 37.795 | 38.189 | 38.583 | 38.976 |
| 100 | 39.370 | 39.764 | 40.157 | 40.551 | 40.945 | 41.339 | 41.732 | 42.126 | 42.520 | 42.913 |

Inches into Centimeters Pouces en Centimetres

| in. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | cm | cm | cm | cm | cm | cm | cm | cm | cm | cm |
| 0 | --- | 2.54 | 5.08 | 7.62 | 10.16 | 12.70 | 15.24 | 17.78 | 20.32 | 22.86 |
| 10 | 25.40 | 27.94 | 30.48 | 33.02 | 35.56 | 38.10 | 40.64 | 43.18 | 45.72 | 48.26 |
| 20 | 50.80 | 53.34 | 55.88 | 58.42 | 60.96 | 63.50 | 66.04 | 68.58 | 71.12 | 73.66 |
| 30 | 76.20 | 78.74 | 81.28 | 83.82 | 86.36 | 88.90 | 91.44 | 93.98 | 96.52 | 99.06 |
| 40 | 101.60 | 104.14 | 106.68 | 109.22 | 111.76 | 114.30 | 116.84 | 119.38 | 121.92 | 124.46 |
| 50 | 127.00 | 129.54 | 132.08 | 134.62 | 137.16 | 139.70 | 142.24 | 144.78 | 147.32 | 149.86 |
| 60 | 152.40 | 154.94 | 157.48 | 160.02 | 162.56 | 165.10 | 167.64 | 170.18 | 172.72 | 175.26 |
| 70 | 177.80 | 180.34 | 182.88 | 185.42 | 187.96 | 190.50 | 193.04 | 195.58 | 198.12 | 200.66 |
| 80 | 203.20 | 205.74 | 208.28 | 210.82 | 213.36 | 215.90 | 218.44 | 220.98 | 223.52 | 226.06 |
| 90 | 228.60 | 231.14 | 233.68 | 236.22 | 238.76 | 241.30 | 243.84 | 246.38 | 248.92 | 251.46 |
| 100 | 254.00 | 256.54 | 259.08 | 261.62 | 264.16 | 266.70 | 269.24 | 271.78 | 274.32 | 276.86 |

Figure 1-3 (Sheet 3)

LENGTH CONVERSIONS

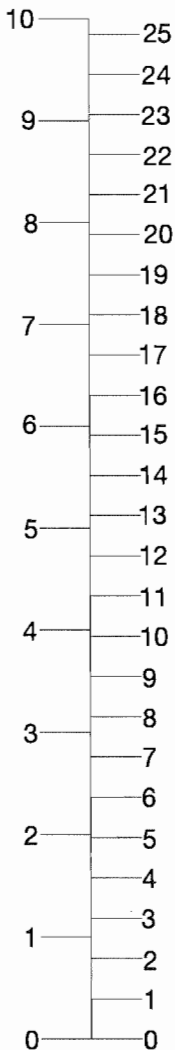
E3083

(Centimeters x .394 = Inches)

(Inches x 2.54 = Centimeters)

INCHES

CENTIMETERS



Units x 10, 100, etc.

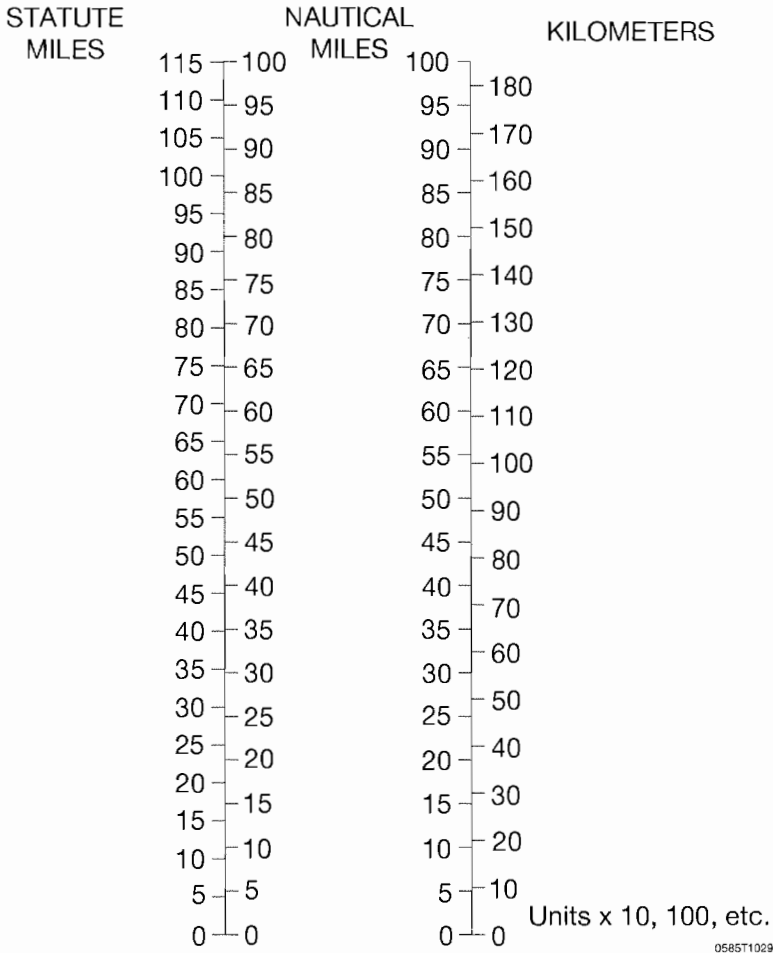
0585T1028

Figure 1-3 (Sheet 4)

DISTANCE CONVERSIONS

B3084

(Statute Miles x 1.609 = Kilometers) (Kilometers x .622 = Statute Miles)
 (Statute Miles x .869 = Nautical Miles) (Nautical Miles x 1.15 = Statute Miles)
 (Nautical Miles x 1.852 = Kilometers) (Kilometers x .54 = Nautical Miles)



0585T1029

Figure 1-4

VOLUME CONVERSIONS

B5722

(Imperial Gallons x 4.546 = Liters) (Liters x .22 = Imperial Gallons)

Liters into Imperial Gallons Litres en Gallons Imperial

| Lt | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | IG | IG | IG | IG | IG | IG | IG | IG | IG | IG |
| 0 | --- | 0.220 | 0.440 | 0.660 | 0.880 | 1.100 | 1.320 | 1.540 | 1.760 | 1.980 |
| 10 | 2.200 | 2.420 | 2.640 | 2.860 | 3.080 | 3.300 | 3.520 | 3.740 | 3.960 | 4.180 |
| 20 | 4.400 | 4.620 | 4.840 | 5.059 | 5.279 | 5.499 | 5.719 | 5.939 | 6.159 | 6.379 |
| 30 | 6.599 | 6.819 | 7.039 | 7.259 | 7.479 | 7.699 | 7.919 | 8.139 | 8.359 | 8.579 |
| 40 | 8.799 | 9.019 | 9.239 | 9.459 | 9.679 | 9.899 | 10.119 | 10.339 | 10.559 | 10.779 |
| 50 | 10.999 | 11.219 | 11.439 | 11.659 | 11.879 | 12.099 | 12.319 | 12.539 | 12.759 | 12.979 |
| 60 | 13.199 | 13.419 | 13.639 | 13.859 | 14.078 | 14.298 | 14.518 | 14.738 | 14.958 | 15.178 |
| 70 | 15.398 | 15.618 | 15.838 | 16.058 | 16.278 | 16.498 | 16.718 | 16.938 | 17.158 | 17.378 |
| 80 | 17.598 | 17.818 | 18.038 | 18.258 | 18.478 | 18.698 | 18.918 | 19.138 | 19.358 | 19.578 |
| 90 | 19.798 | 20.018 | 20.238 | 20.458 | 20.678 | 20.898 | 21.118 | 21.338 | 21.558 | 21.778 |
| 100 | 21.998 | 22.218 | 22.438 | 22.658 | 22.878 | 23.098 | 23.318 | 23.537 | 23.757 | 23.977 |

Imperial Gallons into Liters Gallons Imperial en Litres

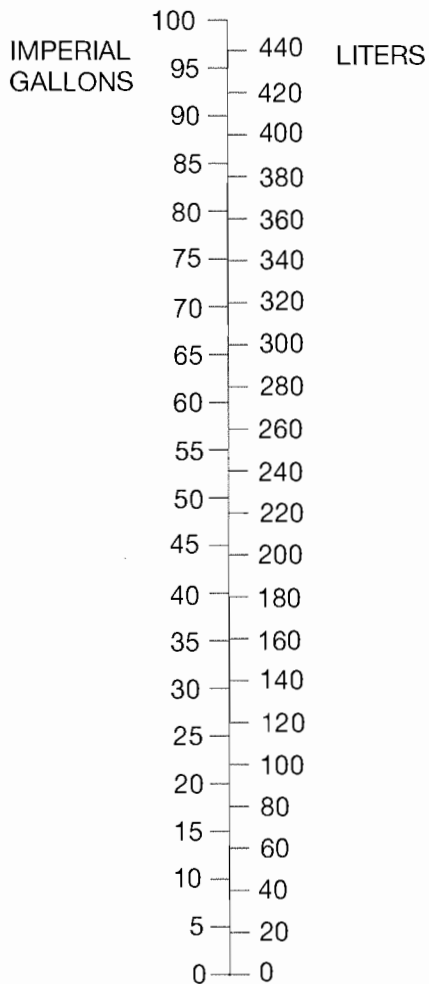
| IG | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----|--------|--------|---------|--------|--------|--------|--------|--------|--------|--------|
| | Lt | Lt | Lt | Lt | Lt | Lt | Lt | Lt | Lt | Lt |
| 0 | --- | 4.546 | 9.092 | 13.638 | 18.184 | 22.730 | 27.276 | 31.822 | 36.368 | 40.914 |
| 10 | 45.460 | 50.006 | 54.552 | 59.097 | 63.643 | 68.189 | 72.735 | 77.281 | 81.827 | 86.373 |
| 20 | 90.919 | 95.465 | 100.011 | 104.56 | 109.10 | 113.65 | 118.20 | 122.74 | 127.29 | 131.83 |
| 30 | 136.38 | 140.93 | 145.47 | 150.02 | 154.56 | 159.11 | 163.66 | 168.20 | 172.75 | 177.29 |
| 40 | 181.84 | 186.38 | 190.93 | 195.48 | 200.02 | 204.57 | 209.11 | 213.66 | 218.21 | 222.75 |
| 50 | 227.30 | 231.84 | 236.39 | 240.94 | 245.48 | 250.03 | 254.57 | 259.12 | 263.67 | 268.21 |
| 60 | 272.76 | 277.30 | 281.85 | 286.40 | 290.94 | 295.49 | 300.03 | 304.58 | 309.13 | 313.67 |
| 70 | 318.22 | 322.76 | 327.31 | 331.86 | 336.40 | 340.95 | 345.49 | 350.04 | 354.59 | 359.13 |
| 80 | 363.68 | 368.22 | 372.77 | 377.32 | 381.86 | 386.41 | 390.95 | 395.50 | 400.04 | 404.59 |
| 90 | 409.14 | 413.68 | 418.23 | 422.77 | 427.32 | 431.87 | 436.41 | 440.96 | 445.50 | 450.05 |
| 100 | 454.60 | 459.14 | 463.69 | 468.23 | 472.78 | 477.33 | 481.87 | 486.42 | 490.96 | 495.51 |

Figure 1-5 (Sheet 1 of 3)

VOLUME CONVERSIONS

83085

(Imperial Gallons X 4.546 = Liters)
(Liters X .22 = Imperial Gallons)



Units x 10, 100, etc.

0585T1032

Figure 1-5 (Sheet 2)

VOLUME CONVERSIONS

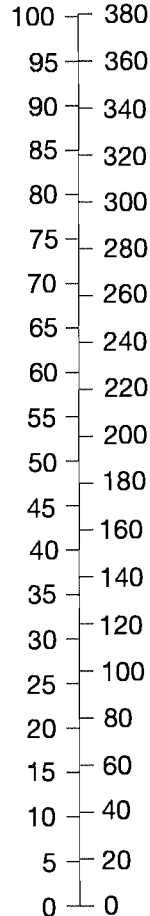
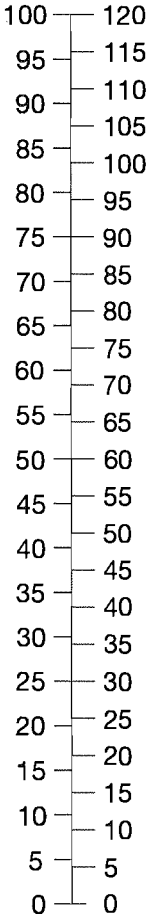
B3086

(Imperial Gallons x 1.2 = U.S. Gallons)
(U.S. Gallons x .833 = Imperial Gallons)
(U.S. Gallons x 3.785 = Liters)
(Liters x .264 = U.S. Gallons)

IMPERIAL
GALLONS

U.S.
GALLONS

LITERS



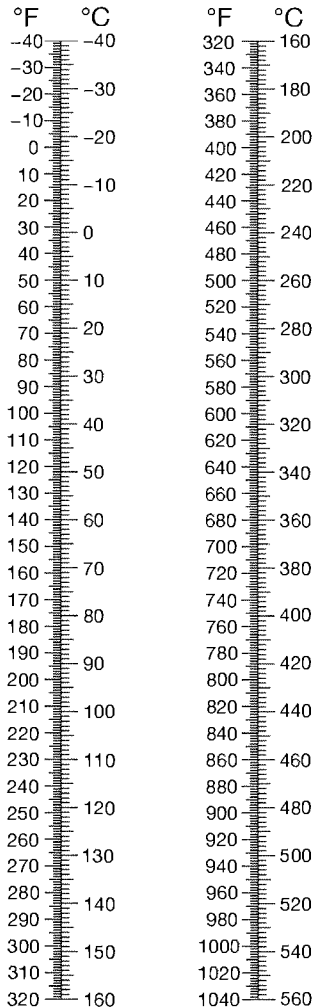
0585T1033

Figure 1-5 (Sheet 3)

TEMPERATURE CONVERSIONS

B3087

$$(^{\circ}\text{F} - 32) \times \frac{5}{9} = ^{\circ}\text{C} \quad ^{\circ}\text{C} \times \frac{9}{5} + 32 = ^{\circ}\text{F}$$



0585T1034

Figure 1-6

PRESSURE CONVERSION

HECTOPASCALS TO INCHES OF MERCURY

B3995

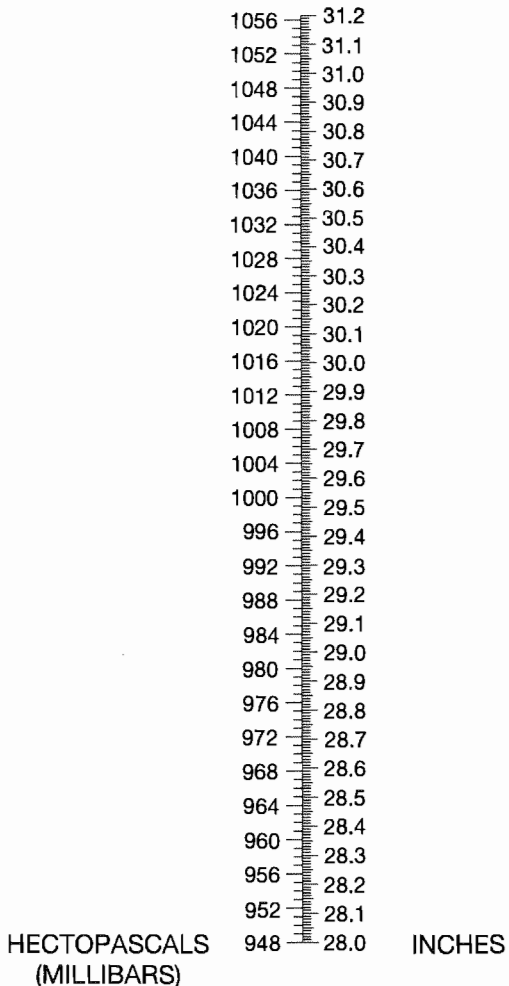


Figure 1-7

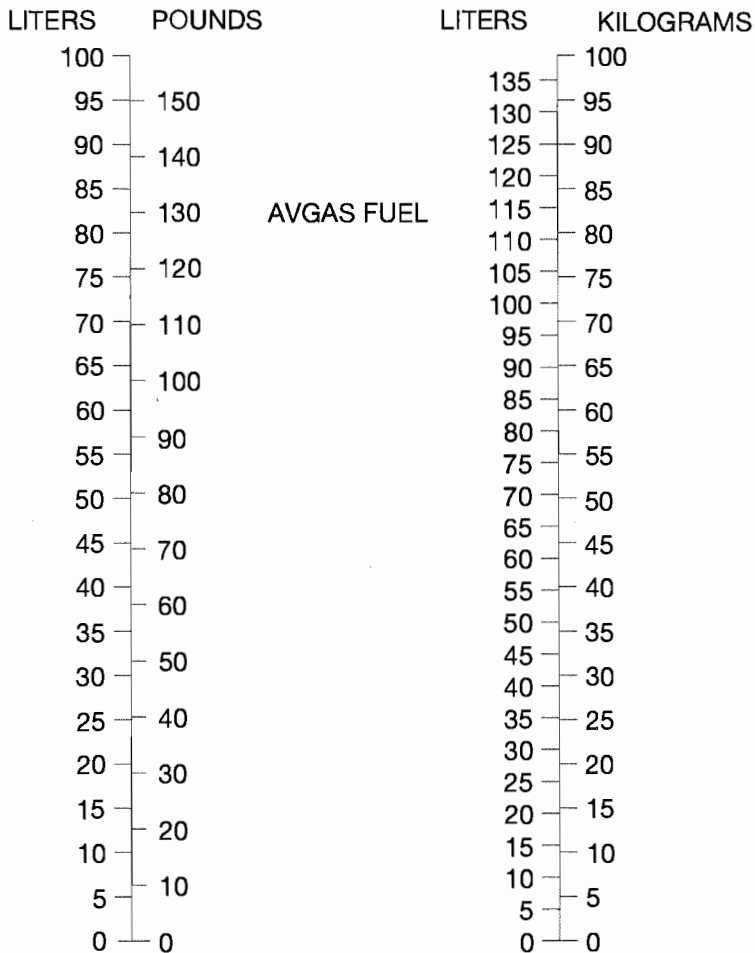
VOLUME TO WEIGHT CONVERSION

B3088

AVGAS Specific Gravity = .72

(Liters x .72 = Kilograms)
 (Liters x 1.58 = Pounds)

(Kilograms x 1.389 = Liters)
 (Pounds x .633 = Liters)



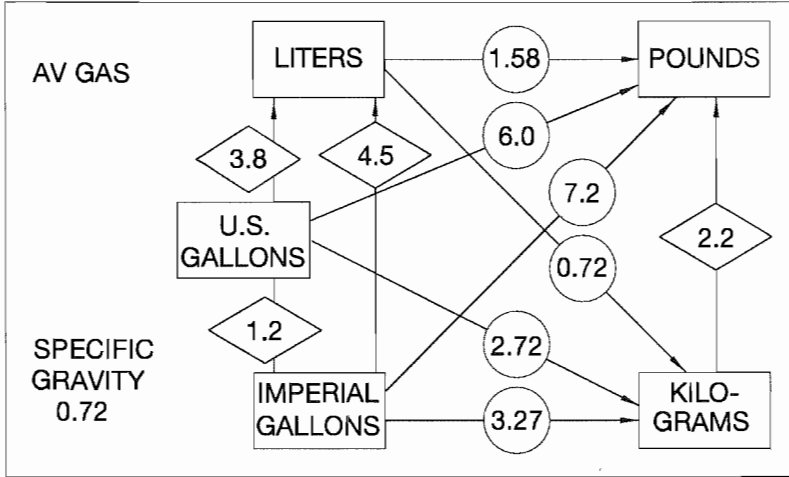
Units x 10, 100, etc.

0585T1030

Figure 1-8

QUICK CONVERSIONS

B3089



0585T1031

Figure 1-9