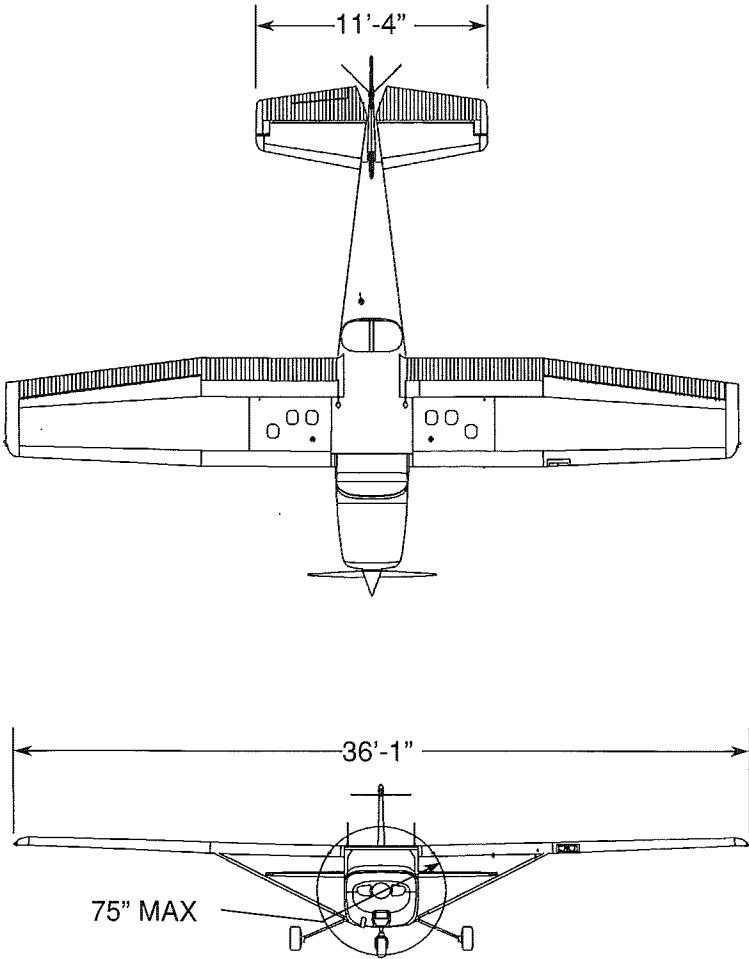


# SECTION 1

## GENERAL

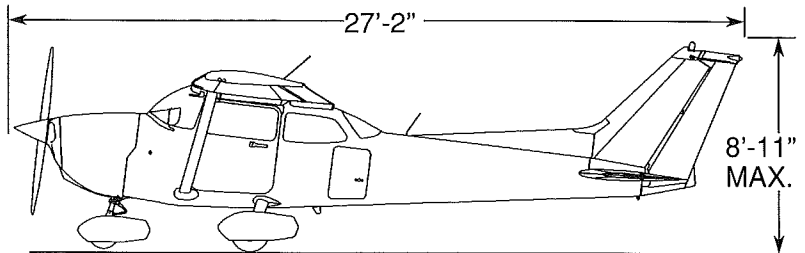
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Figure 1-1. Three View - Normal Ground Attitude (Sheet 1 of 2)



**NOTE 1:** WING SPAN SHOWN WITH STROBE LIGHTS INSTALLED.

**NOTE 2:** WHEEL BASE LENGTH IS 65\".

**NOTE 3:** PROPELLER GROUND CLEARANCE IS 11 1/4\".

**NOTE 4:** WING AREA IS 174 SQUARE FEET.

**NOTE 5:** MINIMUM TURNING RADIUS (\* PIVOT POINT TO OUTBOARD WING TIP) IS 27'-5 1/2\".

**NOTE 6:** NORMAL GROUND ATTITUDE IS SHOWN WITH NOSE STRUT SHOWING APPROXIMATELY 2\" OF STRUT, AND WINGS LEVEL.

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 Figure 1-1. Three View - Normal Ground Attitude (Sheet 2)

## INTRODUCTION

- This handbook contains 9 sections, and includes the material required to be furnished to the pilot by FAR Part 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 cu. in. displacement.

Horsepower Rating and Engine Speed: 160 rated BHP at 2400 RPM.

### PROPELLER

Propeller Manufacturer: McCauley Propeller Systems.

Propeller Model Number: 1C235/LFA7570.

Number of Blades: 2.

Propeller Diameter: 75 inches.

Propeller Type: Fixed pitch.

### 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 cross-feeding 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.

## 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 the latest revision and/or supplements to Textron Lycoming Service Instruction No. 1014, **must be used** after first 50 hours or once 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 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

**MAXIMUM CERTIFICATED WEIGHTS**

Ramp Weight      Normal Category: 2457 lbs.  
                         Utility Category: 2107 lbs.

Takeoff Weight    Normal Category: 2450 lbs.  
                         Utility Category: 2100 lbs.

Landing Weight    Normal Category: 2450 lbs.  
                         Utility Category: 2100 lbs.

Weight in Baggage Compartment, Normal Category:

Baggage Area 1 (Station 82 to 108): 120 lbs. See note below.  
Baggage Area 2 (Station 108 to 142): 50 lbs. See note below.

#### **NOTE**

The maximum combined weight capacity for Baggage Area 1 and Baggage Area 2 is 120 lbs.

Weight in Baggage Compartment, Utility Category:

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

#### **STANDARD AIRPLANE WEIGHTS**

Standard Empty Weight: 1639 lbs.  
Maximum Useful Load, Normal Category: 818 lbs.  
Maximum Useful Load, Utility Category : 468 lbs.

#### **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: 14.1 lbs./sq. ft.  
Power Loading: 15.3 lbs./hp.

## SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

### GENERAL AIRSPEED TERMINOLOGY AND SYMBOLS

KCAS	<b>Knots Calibrated Airspeed</b> 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	<b>Knots Indicated Airspeed</b> is the speed shown on the airspeed indicator and expressed in knots.
KTAS	<b>Knots True Airspeed</b> is the airspeed expressed in knots relative to undisturbed air which is KCAS corrected for altitude and temperature.
V <sub>A</sub>	<b>Maneuvering Speed</b> is the maximum speed at which full or abrupt control movements may be used without overstressing the airframe.
V <sub>FE</sub>	<b>Maximum Flap Extended Speed</b> is the highest speed permissible with wing flaps in a prescribed extended position.
V <sub>NO</sub>	<b>Maximum Structural Cruising Speed</b> is the speed that should not be exceeded except in smooth air, then only with caution.
V <sub>NE</sub>	<b>Never Exceed Speed</b> is the speed limit that may not be exceeded at any time.
V <sub>S</sub>	<b>Stalling Speed or the minimum steady flight speed</b> is the minimum speed at which the airplane is controllable.
V <sub>SO</sub>	<b>Stalling Speed or the minimum steady flight speed</b> is the minimum speed at which the airplane is controllable in the landing configuration at the most forward center of gravity.
V <sub>X</sub>	<b>Best Angle-of-Climb Speed</b> is the speed which results in the greatest gain of altitude in a given horizontal distance.
V <sub>Y</sub>	<b>Best Rate-of-Climb Speed</b> is the speed which results in the greatest gain in altitude in a given time.



## METEOROLOGICAL TERMINOLOGY

OAT	<b>Outside Air Temperature</b> is the free air static temperature. It may be expressed in either degrees Celsius or degrees Fahrenheit.
Standard Temperature	<b>Standard Temperature</b> is 15°C at sea level pressure altitude and decreases by 2°C for each 1000 feet of altitude.
Pressure Altitude	<b>Pressure Altitude</b> 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	<b>Brake Horsepower</b> is the power developed by the engine.
RPM	<b>Revolutions Per Minute</b> is engine speed.
Static RPM	<b>Static RPM</b> is engine speed attained during a full throttle engine runup when the airplane is on the ground and stationary.
MAP	<b>Manifold Absolute Pressure</b> is the absolute pressure measured in the engine induction system. MAP is measured in units of inches of mercury (inHG).
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.
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).

## ENGINE POWER TERMINOLOGY (Continued)

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.

## AIRPLANE PERFORMANCE AND FLIGHT PLANNING TERMINOLOGY

Demonstrated Crosswind Velocity	<b>Demonstrated Crosswind Velocity</b> 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	<b>Usable Fuel</b> is the fuel available for flight planning.
Unusable Fuel	<b>Unusable Fuel</b> is the quantity of fuel that can not be safely used in flight.
GPH	<b>Gallons Per Hour</b> is the amount of fuel consumed per hour.
NMPG	<b>Nautical Miles Per Gallon</b> is the distance which can be expected per gallon of fuel consumed at a specific engine power setting and/or flight configuration.
g	<b>g</b> is acceleration due to gravity.
Course Datum	<b>Course Datum</b> is the compass reference used by the autopilot, along with course deviation, to provide lateral control when tracking a navigation signal.

## WEIGHT AND BALANCE TERMINOLOGY

Reference Datum	<b>Reference Datum</b> is an imaginary vertical plane from which all horizontal distances are measured for balance purposes.
Station	<b>Station</b> is a location along the airplane fuselage given in terms of the distance from the reference datum.
Arm	<b>Arm</b> is the horizontal distance from the reference datum to the center of gravity (C.G.) of an item.
Moment	<b>Moment</b> is the product of the weight of an item multiplied by its arm. (Moment divided by the constant 1000 is used in this handbook to simplify balance calculations by reducing the number of digits.)
Center of Gravity (C.G.)	<b>Center of Gravity</b> 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.

## WEIGHT AND BALANCE TERMINOLOGY (Continued)

C.G. Arm	<b>Center of Gravity Arm</b> is the arm obtained by adding the airplane's individual moments and dividing the sum by the total weight.
C.G. Limits	<b>Center of Gravity Limits</b> are the extreme center of gravity locations within which the airplane must be operated at a given weight.
Standard Empty Weight	<b>Standard Empty Weight</b> is the weight of a standard airplane, including unusable fuel, full operating fluids and full engine oil.
Basic Empty Weight	<b>Basic Empty Weight</b> is the standard empty weight plus the weight of optional equipment.
Useful Load	<b>Useful Load</b> is the difference between ramp weight and the basic empty weight.
MAC	<b>MAC (Mean Aerodynamic Chord)</b> is the chord of an imaginary rectangular airfoil having the same pitching moments throughout the flight range as that of the actual wing.
Maximum Ramp Weight	<b>Maximum Ramp Weight</b> is the maximum weight approved for ground maneuver, and includes the weight of fuel used for start, taxi and runup.
Maximum Takeoff Weight	<b>Maximum Takeoff Weight</b> is the maximum weight approved for the start of the takeoff roll.
Maximum Landing Weight	<b>Maximum Landing Weight</b> is the maximum weight approved for the landing touchdown.
Tare	<b>Tare</b> 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.

█ (Kilograms × 2.205 = Pounds)      (Pounds × .454 = Kilograms)

**KILOGRAMS INTO POUNDS  
KILOGRAMMES EN LIVRES**

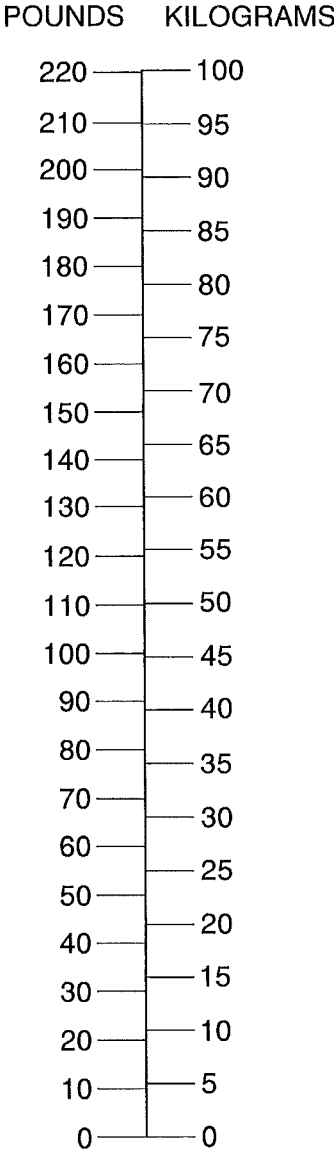
kg	0	1	2	3	4	5	6	7	8	9
	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.
0		2.205	4.409	6.614	8.819	11.023	13.228	15.432	17.637	19.842
10	22.046	24.251	26.456	28.660	30.865	33.069	35.274	37.479	39.683	41.888
20	44.093	46.297	48.502	50.706	52.911	55.116	57.320	59.525	61.729	63.934
30	66.139	68.343	70.548	72.753	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	26.303	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. Weight Conversions (Sheet 1 of 2)

(Kilograms  $\times$  2.205 = Pounds) - (Pounds  $\times$  .454 = Kilograms)



Units  $\times$  10, 100, etc.

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Figure 1-2 . Weight Conversions (Sheet 2 of 2)

(Meters × 3.281 = Feet) (Feet × .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**

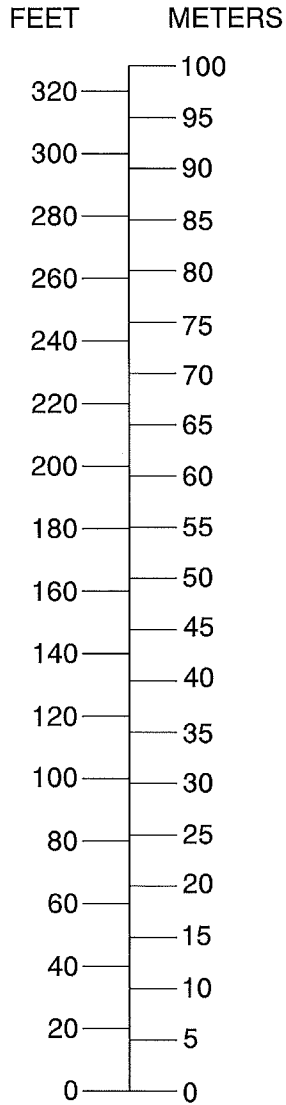
ft	0	1	2	3	4	5	6	7	8	9
	m	m	m	m	m	m	m	m	m	m
0	---	0.305	0.610	0.914	1.219	1.524	1.829	2.134	2.438	2.743
10	3.048	3.353	3.658	3.962	4.267	4.572	4.877	5.182	5.486	5.791
20	6.096	6.401	6.706	7.010	7.315	7.620	7.925	8.230	8.534	8.839
30	9.144	9.449	9.754	10.058	10.363	10.668	10.973	11.278	11.582	11.887
40	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. Length Conversions (Sheet 1 of 2)



(Meters  $\times$  3.281 = Feet)

(Feet  $\times$  .305 = Meters)



Units  $\times$  10, 100, etc.

Figure 1-3 . Length Conversions (Sheet 2)



(Centimeters  $\times$  .394 = Inches)    (Inches  $\times$  2.54 = Centimeters)

**CENTIMETERS INTO INCHES**   
**CENTIMETRES EN POUCHES**

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

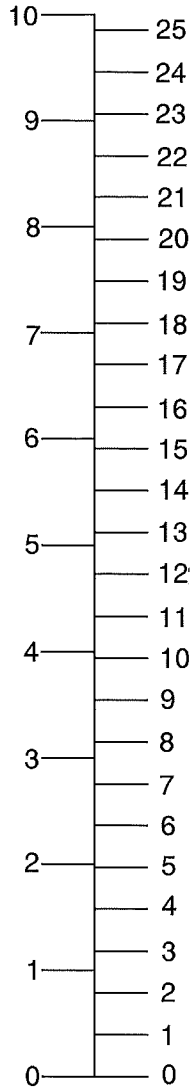
**INCHES INTO CENTIMETERS**   
**POUCHES EN CENTIMETRES**

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	22.96
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 1-4. Length Conversions (Sheet 1 of 2)

(Centimeters  $\times$  .394 = Inches)      (Inches  $\times$  2.54 = Centimeters)

INCHES    CENTIMETERS

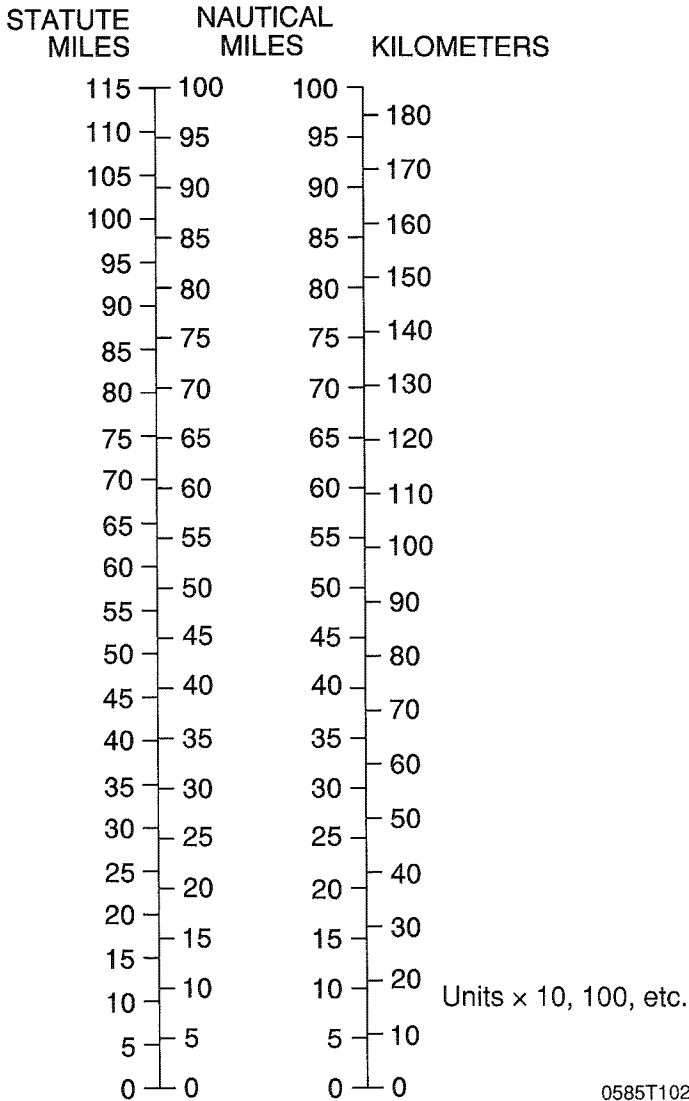


Units  $\times$  10, 100, etc.

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Figure 1-4. Length Conversions (Sheet 2)

- (Statute Miles  $\times 1.609$  = Kilometers)      (Kilometers  $\times .622$  = Statute Miles)
- (Statute Miles  $\times .869$  = Nautical Miles)      (Nautical Miles  $\times 1.15$  = Statute Miles)
- (Nautical Miles  $\times 1.852$  = Kilometers)      (Kilometers  $\times .54$  = Nautical Miles)



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Figure 1-5. Distance Conversions

(Imperial Gallons  $\times$  4.546 = Liters)

(Liters  $\times$  .22 = Imperial Gallons)

**LITERS INTO IMPERIAL GALLONS**  
**LITRES EN GALLONS IMPERIAL**

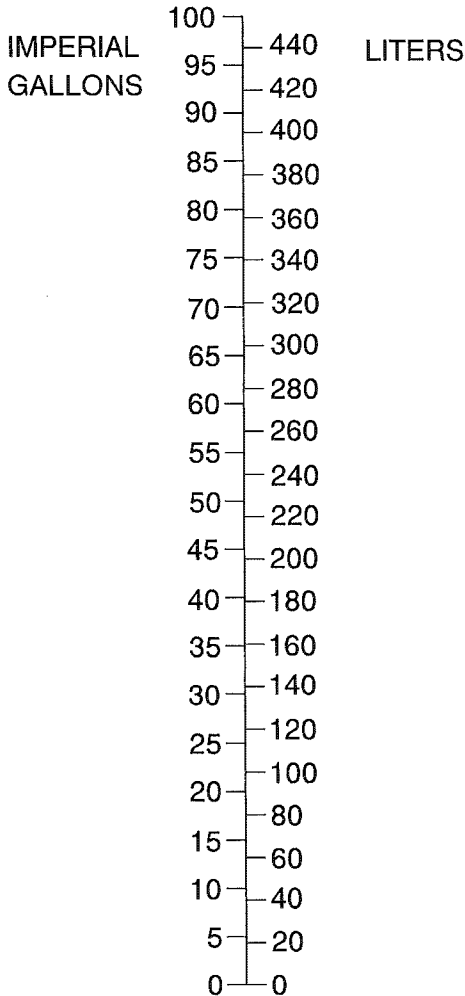
Lt	0	1	2	3	4	5	6	7	8	9
	IG	IG	IG	IG	IG	IG	IG	IG	IG	IG
0	---	0.220	0.440	0.660	0.880	1.100	1.320	1.540	1.760	1.980
10	2.200	2.420	2.640	2.860	3.080	3.300	3.520	3.740	3.960	4.180
20	4.400	4.620	4.840	5.059	5.279	5.499	5.719	5.939	6.159	6.379
30	6.599	6.819	7.039	7.259	7.479	7.699	7.919	8.139	8.359	8.579
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	100.01	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 1-6. Volume Conversions (Sheet 1 of 3)

(Imperial Gallons  $\times$  4.4546 = Liters)  
(Liters  $\times$  .22 = Imperial Gallons)

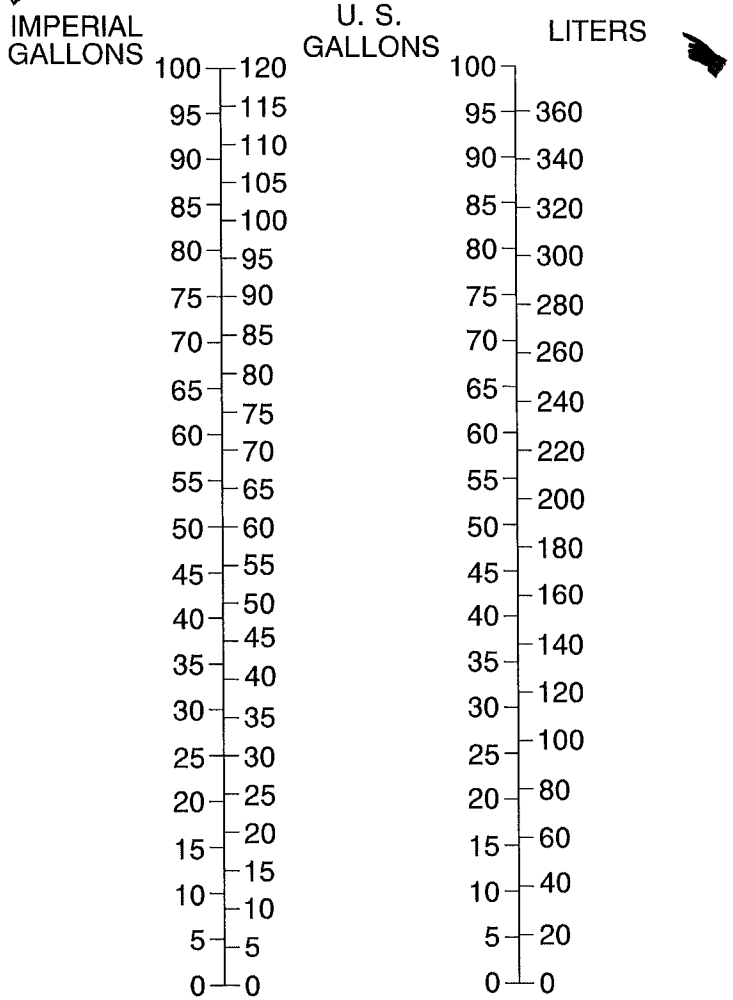


Units  $\times$  10, 100, etc.

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Figure 1-6. Volume Conversions (Sheet 2 of 3)

(Imperial Gallons  $\times$  1.2 = U.S. Gallons)  
(U.S. Gallons  $\times$  .833 = Imperial Gallons)  
(U.S. Gallons  $\times$  3.785 = Liters)  
(Liters  $\times$  .264 = U.S. Gallons)



Units  $\times$  10, 100, etc.

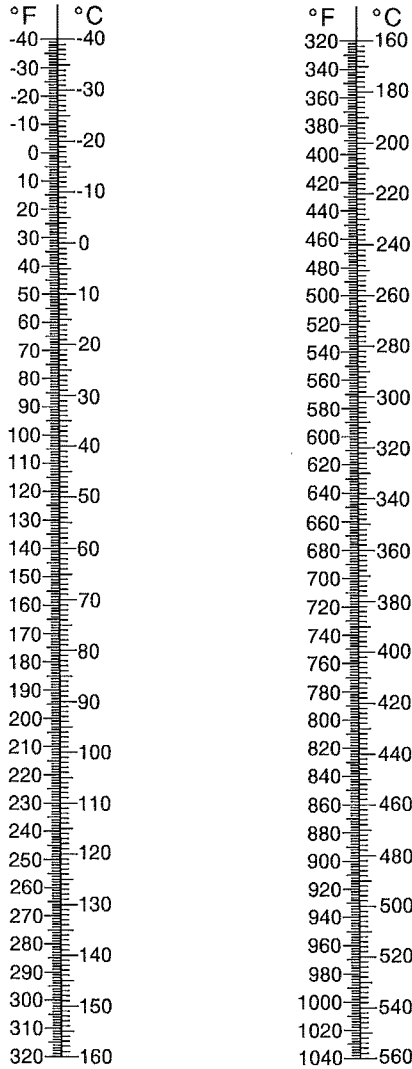
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Figure 1-6. Volume Conversions (Sheet 3 of 3)

TEMPERATURE CONVERSIONS

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

$$^{\circ}\text{C} \times 9/5 + 32 = ^{\circ}\text{F}$$



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Figure 1-7. Temperature Conversions



PRESSURE CONVERSION  
HECTOPASCALS (MILLIBARS) TO INCHES MERCURY (inHG)

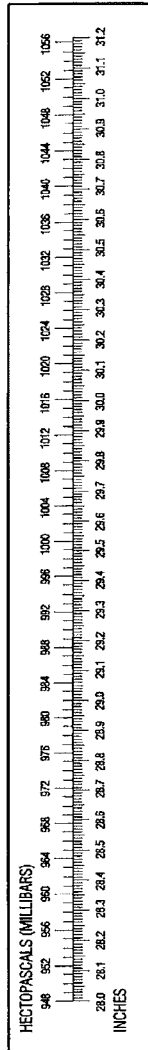
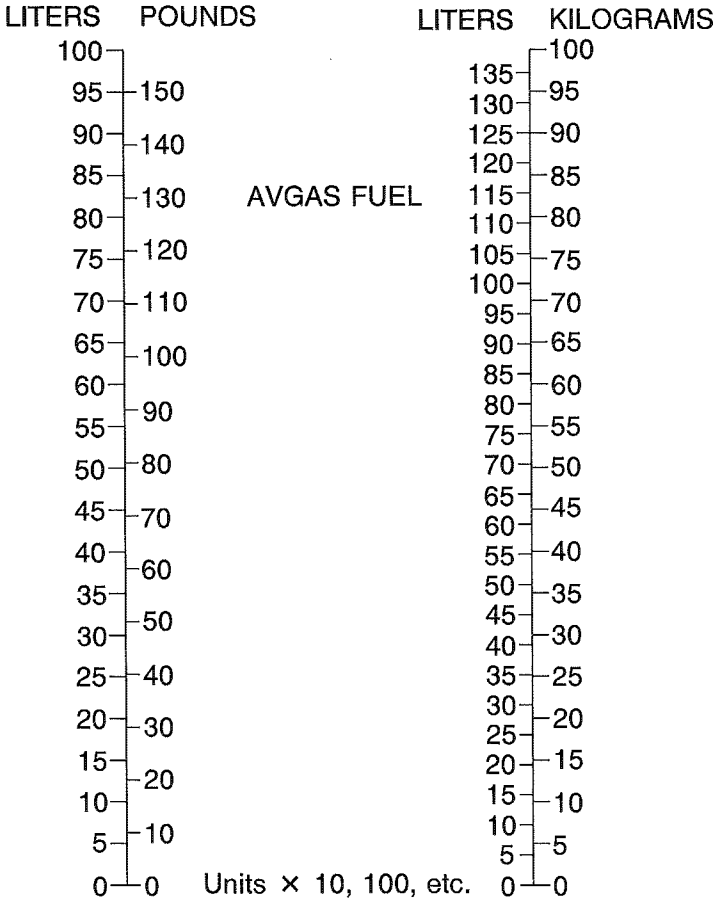


Figure 1-8. Hectopascals to Inches Mercury

AVGAS Specific Gravity = .72

(Liters X .72 = Kilograms)      (Kilograms X 1.389 = Liters)

(Liters X 1.58 = Pounds)      (Pounds X .633 = Liters)



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Figure 1-9. Volume to Weight Conversion

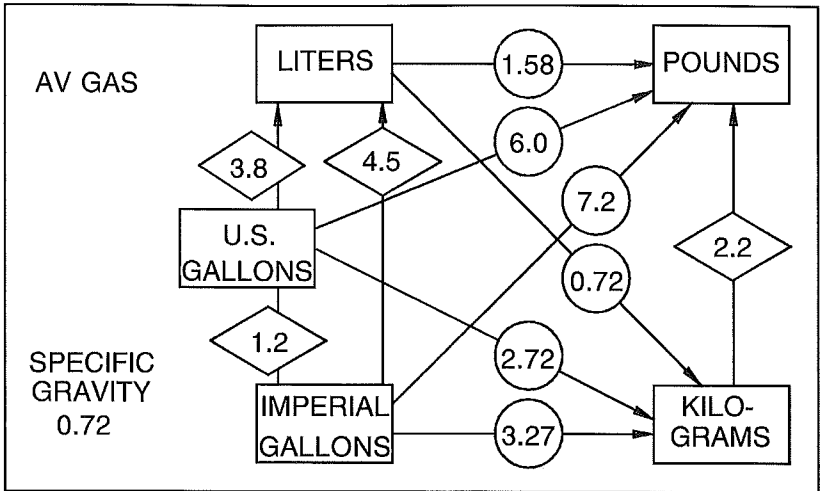


Figure 1-10. Quick Conversions

