GO-NO-GO LIST

LIMITATIONS

PROFICIENCY MANEUVERS AND CRITERIA

CRUISE CHARTS

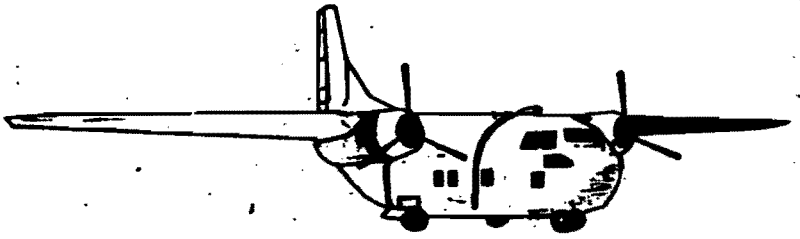
EMERGENCY PROCEDURES

TOLD PERFORMANCE

NORMAL CHECKLISTS

C-123B&K

FLIGHT GUIDE



3 December 1968

COMMUNICATIONS

GROUND	TOWER	DEP CON	RADAR	ENROUTE	CONTROL					NAME

NOTES

C-123B CHECKLIST

BEFORE EXTERIOR INSPECTION (FIRST OFFICER)

*	1.	Flight Release, A/C Log, Weight and Balance, Parachutes, and First Aid Kit ..... ON BOARD
*	2.	Landing Gear Ground Lock ..... INSTALLED
*	3.	Landing Gear Lever ..... DOWN
	4.	Alarm Bell ..... CHECKED
*	5.	Ignition Switches ..... OFF
	6.	Auxiliary Hydraulic Pump Switch .....OFF
	7.	Battery Switch ..... ON
	8.	Landing Gear Position Indicators.....CHECKED
	9.	Oil Temperature Switches ..... COLD
	10.	Cowl Flap Switches ..... OPEN
	11.	Battery Switch ..... OFF
	12.	Trim Tabs ..... NEUTRAL
	13.	Flight Controls..... CHECKED & RELOCKED
	14.	Fuel and Oil Quantities ...VISUALLY CHECKED

EXTERIOR INSPECTION (CAPTAIN)

	1.	Front Entrance Door Hinge..... CHECKED
	2.	Left Static Port ..... CHECKED
*	3.	Pitot Covers .....REMOVED
*	4.	Nose Wheel Area ..... CHECKED
	5.	Right Static Port ..... CHECKED
	6.	Bail Out Chute Door ..... SECURED
*	7.	Right Propeller ..... CHECKED
*	8.	Outboard Side of Right Engine ..... CHECKED
*	9.	Oil Cooler and Exit Door ..... CHECKED
*	10.	Right Wing ..... CHECKED
*	11.	Inboard Side of Right Engine ..... CHECKED
*	12.	Right Main Gear ,..... CHECKED
*	13.	Stabilizer Elevator and Rudder..... CHECKED
*	14.	Nacelle Gas Caps ..... SECURED
	15.	Left Side of Aircraft ..... CHECKED
	16.	External Antennas ..... CHECKED

* = Thru - Flight Items

INTERIOR INSPECTION (CAPTAIN AND F/O)

FORWARD BULKHEAD (LEFT SIDE)

1. Entrance Door Jettison Handle ..... SAFETIED
2. Emergency Hand Axe ..... SECURED
3. Landing Gear Emergency Handcrank ... SECURED
4. Emergency Air Brake Pressure ..... CHECKED

CARGO COMPARTMENT (LEFT SIDE)

* 1. Cargo and Equipment ..... SECURED
2. Thermostat Free of Obstructions ..... CHECKED
* 3. Remote Compass Emergency Power Switch ..... NORMAL
* 4. Left Wheel Well Circuit Breakers ..... SET
5. Left Main Gear ..... CHECKED
6. Maint. Ladder/Loading Ramps ..... STOWED
7. Ditching Hatches and Ladders ..... CHECKED
8. Cargo Ramp and Door ..... CHECKED

CARGO COMPARTMENT (RIGHT SIDE)

1. Emergency Hand Axe ..... STOWED
* 2. Cargo Door/Ramp Control Panel ..... CHECKED
3. Fire Extinguisher ..... CHECKED
4. Cargo Compartment Lights ..... AS REQUIRED
5. Main Hydraulic Accumulator ..... CHECKED
6. Gust Lock Release ..... SAFETIED DOWN
7. Hydraulic Fluid Level ..... CHECKED
8. Aux. Hydr Pump and Lines ..... CHECKED
9. Gear Control Chk Valve ..... NORMAL/SAFETIED
10. Right Main Gear ..... CHECKED
*11. Right Wheel Well Circuit Breakers ..... SET
*12. Ground Blower/Aileron Deicer C/B ..... SET
13. Heater Condition ..... CHECKED
14. Brake Accumulator Pressure ..... CHECKED
15. Radio Compartment ..... CHECKED
16. Nose Gear Emergency Handles ..... SECURED

BEFORE STARTING

*	1. Exterior and Interior Check	COMPLETED
*	2. Battery	ON
*	3. Fire Detector Warning Lights	TEST
*	4. APP	START/IDLE
	5. Seats, Pedals, Belts, Harnesses	ADJUSTED
	6. Lights	CLIMATIC
*	7. Radios	SET
*	8. Oil Coolers	AUTO
	9. Carburetor Air	COLD
	10. Superchargers	LOW
	11. Water Injection	OFF
*	12. Troop Jump Signal Lights	CAUTION
*	13. Parking Brake	SET
*	14. Aux. Hyd Pump/Pressure	CHECKED/OFF
*	15. Throttles	SET
*	16. Propellers	INCREASE
*	17. Mixtures	IDLE CUT OFF
	18. Flap Lever	UP
	19. Compass Slaving	IN
	20. Pilots Three-Phase Inverter	OFF
	21. Propeller Oil Replenishing	OFF/SAFETIED
	22. Single Phase Inverter	SPARE
	23. Co-Pilots Three Phase Inverter	OFF
	24. Generators	ON
	25. Secondary Bus	NORMAL
*	26. Circuit Breakers	CHECKED
	27. Pitot Heat	OFF
	28. Wing and Tail Anti-Icing/Heaters	OFF
*	29. Ignition Switches	OFF
	30. Fuel Shut-Off Switches	OPEN
	31. Fuel System and Quantity	CHECKED
	32. Single-Phase Inverter	OFF
	33. Nacelle Tank Jettison	SAFE/SAFETIED
	34. Emergency Shutdown Handles	RECESSED
	35. Fire Extinguisher	OFF
*	36. Warning Lights	CHECKED
*	37. Field Barometric Pressure	CHECKED

STARTING ENGINES

*1. Anti-Collision Light ..... ON
* 2. Propellers ..... CLEAR/FIRE GUARD POSTED
* 3. Start Right Engine
* 4. Single Phase Inverter .....MAIN
* 5. Oil Pressure ..... CHECKED
* 6. Right Boost Pump ..... OFF
* 7. Fuel Pressure ..... CHECKED
8. Hyd Pump, Flaps, Speed Control.... CHECKED
9. Stall Warning ..... CHECKED
*10. Start Left Engine (Repeat Items 5-7)

BEFORE TAXI

* 1. Temperatures and Pressures..... CHECKED
* 2. APP..... IDLE/GENERATOR OFF
* 3. Three Phase Inverter Override or Spare/Then ..... ON
* 4. Pilots Attitude Indicator ..... ON
5. Radios and IFF ..... ON
6. Manifold Pressure ..... PURGED
7. Ignition Safety ..... CHECKED
* 8. Flight Emergency Bus Relay ..... CHECKED
* 9. Electrical System Voltage ..... CHECKED
10. Three Phase Inv. Changeover Relay ..CHECKED
11. Cowl Flaps and Oil Coolers..... CHECKED
*12. Flight Controls Unlocked and ..... CHECKED
13. Propeller Reversing ..... CHECKED
*14. Auxiliary Hydraulic Pump ..... AUTO
*15. Fuel Quantity ..... CHECKED
*16. Wheel Chocks .....REMOVED
*17. Interphone/Radios On & ..... CHECKED
*18. Altimeters ..... SET

TAXI

* 1. Taxi Area ..... CLEAR
* 2. Hydraulic Pressure ..... CHECKED
* 3. Brakes ..... CHECKED
* 4. Flight Instruments ..... CHECKED

ENGINE RUNUP

*1. Nose Wheel/Parking Brake .... CENTERED/SET
*2. Engine Instruments ..... CHECKED
*3. Mixtures ..... AUTO RICH
4. Propeller Governing (At 1700 RPM) ... CHECKED
5. Prop Feathering/Blade Switches ..... CHECKED
6. Superchargers ..... CHECKED
*7. Ignition System and Power ..... CHECKED
8. Carburetor Air ..... CHECKED
*9. Elevator/Rudder Reverse Lock ..... RELEASED

ALL SUBSEQUENT ITEMS MANDATORY

BEFORE TAKE OFF

1. Propellers ..... INCREASED RPM
2. Flaps ..... SET
3. Oil Coolers ..... AUTO
4. Carburetor Air ..... COLD
5. Superchargers ..... LOW
6. Troop Jump Light ..... OFF
7. Trim Tabs .....THREE SET
8. Secondary Bus ..... NORMAL
9. Crew Briefing .....COMPLETE
10. Flight Instruments ..... SET UNCAGED
11. Engine Instruments ..... CHECKED
12. Seats, Belts, and Harness ..... SECURED
13. Gear Pins .....REMOVED
14. APP ..... AS REQUIRED
15. Navigation Radios .....CHECKED
16. Water Injection ..... ON/RESET
17. Boost Pumps .....HIGH, PRESSURE CHECKED
18. Flight Controls .....FREE AND EASY

LINE-UP

1. Windows, Doors, Hatches .....AS REQUIRED
2. Mixtures ..... AUTO RICH
3. Cowl Flaps ..... TAKE-OFF

AFTER TAKE OFF

1. Gear ..... UP
2. Flaps ..... UP
3. METO Power ..... SET
4. Water Injection ..... OFF
5. Aux Hydraulic Pump ..... OFF
6. Boost Pumps ..... LOW, PRESSURE CHECKED
7. Engine Instruments ..... CHECKED
8. APP ..... AS REQUIRED
9. Engines & Cargo Compt ..... CHECKED

CRUISE

1. Cruise Power ..... SET
2. Boost Pumps ..... AS REQUIRED
3. Mixtures ..... AS REQUIRED
4. Cowl Flaps ..... AS REQUIRED
5. Oil Coolers ..... SET
6. Engine Instruments ..... CHECKED
7. APP (After Idle 5 Mins) ..... OFF
8. Flight Emergency Bus ..... CHECKED

DESCENT

1. Mixtures ..... AS REQUIRED
2. Superchargers ..... LOW
3. Stall Warning ..... CHECKED
4. Oil Coolers ..... AUTO
5. Fuel Crossfeed ..... AS REQUIRED
6. APP ..... AS REQUIRED

BEFORE LANDING

1. Altimeters ..... SET
2. Unnecessary Electrical Equipment ..... OFF
3. Auxiliary Hydraulic Pumps ..... AUTO
4. Boost Pumps ..... HIGH/PRESSURE CHECKED
5. Mixtures ..... AUTO RICH
6. Water Injection ..... AS REQUIRED
7. Propellers ..... SET
8. Gear ..... DOWN
9. Hydraulic Pressure ..... CHECKED
10. Landing Gear Pins ..... IN PLACE
11. Cowl Flaps ..... SET
12. Flaps ..... SET
13. Seat Belts and Shoulder Harness ..... SECURED
14. Props .. FULL INCR. WHEN LANDING ASSURED

AFTER LANDING

NOTE

Accomplish this check immediately after clearing the runway, while taxiing to the off-load point on the landing zone.

1. Flaps ..... UP
2. Water Injection ..... OFF
3. Troop Jump Signal ..... CAUTION
4. Cowl Flaps ..... OPEN
5. Trim Tabs ..... NEUTRAL
6. Carburetor Air ..... AS REQUIRED
7. Boost Pumps ..... OFF
8. Pitot Heat ..... OFF

PARKING

1. Nose Wheel/Parking Brake .. CENTERED/SET
2. Auxiliary Hydraulic Pump ..... OFF
3. Right Engine Mixture .....IDLE CUT OFF
4. Left Engine Hydraulic Pump .....CHECKED
5. Left Engine Mixture ..... IDLE CUT OFF
6. Ignition ..... OFF
7. All Inverters ..... OFF
8. Anti-Collision Light ..... OFF
9. Elevator and Rudder Reverse Locks RELEASED
10. Flight Controls ..... LOCKED
11. Wheel Chocks ..... IN PLACE
12. Parking Brake ..... RELEASED
13. Troop Jump Signal Lights ..... OFF
14. APP ..... IDLE/OFF
15. All Electrical Switches ..... OFF

C-123K CHECKLIST

BEFORE EXTERIOR INSPECTION (FIRST OFFICER)

*	1. Flight Release, A/C Log, Wt & Bal, Chutes, and First Aid Kit	ON BOARD
*	2. Landing Gear Ground Lock Pins	INSTALLED
*	3. Landing Gear Lever	DOWN
	4. Alarm Bell	CHECKED
*	5. Ignition Switches	OFF
*	6. Jet Engine Start Switches	OFF
	7. Auxiliary Hydraulic Pump Switch	OFF
	8. Battery Switch	ON
	9. Jet Engine Start Switches	SHUTTER
	10. Landing Gear Position Indicators	CHECKED
	11. Oil Temperature Switches	COLD
	12. Cowl Flap Switches	OPEN
	13. Battery Switch	OFF
	14. Trim Tabs	NEUTRAL
	15. Flight Controls	CHECKED & RELOCKED
	16. Fuel and Oil Quantities	VISUALLY CHECKED

EXTERIOR INSPECTION (CAPTAIN)

	1. Front Entrance Door Hinge	CHECKED
	2. Left Static Port	CHECKED
*	3. Pitot Covers	REMOVED
*	4. Nose Wheel Area	CHECKED
	5. Right Static Port	CHECKED
	6. Bail Out Chute Door	SECURED
*	7. Right Propeller	CHECKED
*	8. Outboard Side of Right Engine	CHECKED
*	9. Oil Cooler and Exit Door	CHECKED
*	10. Right Jet Engine	CHECKED
*	11. Right Wing	CHECKED
	12. Inboard Side of Right Engine	CHECKED
	13. Right Main Gear	CHECKED
*	14. Stabilizer, Elevator and Rudder	CHECKED
*	15. Nacelle Gas Caps	SECURED
*	16. Left Side of Aircraft	CHECKED
	17. External Antennas	CHECKED

* = Thru - Flight Items

INTERIOR INSPECTION (CAPTAIN & FIRST OFFICER)

FORWARD BULKHEAD (LEFT SIDE)

1. Entrance Door Jettison Handle ..... SAFETIED
2. Emergency Hand Axe ..... SECURED
3. Landing Gear Emergency Handcrank . SECURED
4. Emergency Air Brake Pressure .... CHECKED

CARGO COMPARTMENT (LEFT SIDE)

* 1. Cargo and Equipment ..... SECURED
2. Thermostat Free of Obstructions ... CHECKED
* 3. Remote Compass Emergency Power Switch ..... NORMAL
* 4. Left Wheel Well Circuit Breakers ..... SET
5. Left Main Gear ..... CHECKED
6. Maintenance Ladder/Loading Ramps... STOWED
7. Ditching Hatches and Ladders ..... CHECKED
8. Cargo Ramp and Door ..... CHECKED

CARGO COMPARTMENT (RIGHT SIDE)

1. Emergency Hand Axe ..... STOWED
* 2. Cargo Door/Ramp Control Panel .... CHECKED
3. Fire Extinguisher ..... CHECKED
4. Cargo Compartment Lights ..... AS REQUIRED
5. Main Hydraulic Accumulator ..... CHECKED
6. Gust Lock Release Valve .... SAFETIED DOWN
7. Hydraulic Fluid Level ..... CHECKED
8. Auxiliary Hydr Pump and Lines ..... CHECKED
9. Landing Gear Controllable Check Valve ..... NORMAL AND SAFETIED
10. Right Main Gear ..... CHECKED
*11. Right Wheel Well Circuit Breakers ..... SET
*12. Jet Engines J/B Circuit Breakers ..... SET
*13. Ground Blower/Aileron Deicer C/B ..... SET
14. Heater Condition ..... CHECKED
15. Brake Accumulator Pressure ..... CHECKED
16. Radio Compartment ..... CHECKED
17. Nose Gear Emergency Handles ..... SECURED

BEFORE STARTING

*	1. Exterior and Interior Check	COMPLETED
*	2. Battery	ON
*	3. Fire Detector Warning Lights	TEST
*	4. APP	START/IDLE
	5. Seat, Pedals, Belts, Harness	ADJUSTED
	6. Lights	AS REQUIRED
*	7. Radios	SET
*	8. Oil Coolers	AUTO
	9. Carburetor Air	COLD
	10. Superchargers	LOW
	11. Water Injection	OFF
*	12. Troop Jump Signal Lights	CAUTION
*	13. Parking Brake	SET
*	14. Aux Hyd Pump/Pressure	CHECKED/OFF
*	15. Throttles	CLOSED
*	16. Propellers	INCREASE
*	17. Mixtures	IDLE CUT OFF
	18. Flap Lever	UP
	19. Compass Slaving	IN
*	20. Angle of Attack System	CHECKED
	21. Pilots Three-Phase Inverter	OFF
	22. Propeller Oil Replenishing	OFF/SAFETIED
*	23. Anti-Skid Switch	OFF
	24. Single Phase Inverter	SPARE
	25. Co-Pilots Three Phase Inverter	OFF
	26. Secondary Bus	NORMAL
	27. Reciprocating Engine Generators	ON
	28. Windshield Heat Switch	OFF
	29. Jet Engine Starter/Generator Switches	OFF
*	30. Circuit Breakers	CHECKED
	31. Pitot Heat	OFF
	32. Wing and Tail Anti-Icing	OFF
	33. Jet Engine Motor Switches	NORMAL
*	34. Ignition Switches	OFF
	35. Fuel Systems and Quantity	CHECKED
	36. Single Phase Inverter	OFF
*	37. Fuel Shut-Off Switches	OPEN
	38. Nacelle Tank Jettison	SAFE/SAFETIED

BEFORE STARTING (Cont'd)

39. Emergency Shutdown Handles..... RECESSED
40. Fire Extinguishers ..... THREE OFF
41. Warning Lights..... CHECKED
*42. Field Barometric Pressure ..... CHECKED

STARTING RECIPROCATING ENGINES

* 1. Anti-Collision Light .....ON
* 2. Propellers.....CLEAR/FIRE GUARD POSTED
* 3. Start Right Engine
* 4. Single Phase Inverter ..... MAIN
* 5. Oil Pressure ..... CHECKED
* 6. Right Boost Pump ..... OFF
* 7. Fuel Pressure ..... CHECKED
8. Hydraulic Pump, Flaps ..... CHECKED
* 9. Stall Warning ..... CHECKED
*10. Start Left Engine (Repeat Items 5–7)

BEFORE TAXI

* 1. Temperatures and Pressures ..... CHECKED
* 2. APP..... GENERATOR/IDLE OFF
* 3. Three Phase Inverters
Override or Spare/Then .....ON
* 4. Pilots Attitude Indicator .....ON
5. Radios and IFF ..... ON
6. Manifold Pressure .....PURGED
7. Ignition Safety ..... CHECKED
* 8. Flight Emergency Bus Relay .....CHECKED
* 9. Electrical System Voltage .....CHECKED
10. Three Ph. Inv. Changeover Relay....CHECKED
11. Cowl Flaps and Oil Coolers ..... CHECKED
12. Flt. Controls Unlocked and ..... CHECKED
13. Propeller Reversing .....CHECKED
*14. Auxiliary Hydraulic Pump ..... AUTO
*15. Fuel Quantity ..... CHECKED
*16. Wheel Chocks .....REMOVED

BEFORE TAXI (Cont'd)

*17.	Interphone/Radios	CHECKED
*18.	Altimeters	SET

TAXI

* 1.	Taxi Area	CLEAR
* 2.	Hydraulic Pressure	CHECKED
* 3.	Brakes	CHECKED
* 4.	Flight Instruments	CHECKED
5.	Jet Engine Start Switches	OFF

ENGINE RUNUP

* 1.	Nose Wheel/Parking Brake	CENTERED/SET
* 2.	Engine Instruments	CHECKED
* 3.	Mixtures	AUTO RICH
4.	Propeller Governing (At 1700 RPM)	CHECKED
5.	Prop Feathering/Blade Switches	CHECKED
6.	Number 3 & 4 Generators	CHECKED
7.	Superchargers	CHECKED
* 8.	Ignition System and Power	CHECKED
9.	Carburetor Air	CHECKED
*10.	Elevator/Rudder Reverse Lock	RELEASED

ALL SUBSEQUENT ITEMS MANDATORY

BEFORE TAKE OFF

1. Propellers ..... INCREASE
2. Flaps ..... SET
3. Oil Coolers ..... AUTO
4. Carburetor Air ..... COLD
5. Superchargers ..... LOW
6. Troop Jump Light ..... OFF
7. Trim Tabs ..... THREE SET
8. Secondary Bus ..... NORMAL
9. Crew Briefing ..... COMPLETE
10. Flight Instruments ..... SET UNCAGED
11. Engine Instruments ..... CHECKED
12. Windshield Heat ..... ON
13. Seats, Belts, and Harness ..... SECURED
14. Gear Pins ..... REMOVED
15. APP ..... AS REQUIRED
16. Navigation Radios ..... CHECKED
17. Water Injection ..... ON AND RESET
18. JET ENGINE START:
    Recip Throttles (Ground Start) ..... 2000 RPM
19. Jet Boost Pumps ..... ON
20. Jet Start Switch-Shutter ..... CHECKED
    Fuel to 38% RPM
21. Jet Start Switch - RUN
22. Other Jet - Start
    (Repeat Steps 19-21)
23. Boost Pumps ..... HIGH, PRESSURE CHECKED
24. Flight Controls ..... FREE AND EASY

LINE UP (On the Runway)

1. Windows Door & Hatches ..... AS REQUIRED
2. Mixtures ..... AUTO RICH
3. Cowl Flaps ..... TAKEOFF
4. Anti-Skid Switch ..... ON

AFTER TAKE OFF

1. Gear ..... UP
2. Flaps ..... UP
3. METO Power ..... SET
4. Water Injection ..... OFF
5. Auxiliary Hydraulic Pump ..... OFF
6. Boost Pumps .... LOW, PRESSURE CHECKED
7. Engine Instruments ..... CHECKED
8. APP ..... AS REQUIRED
9. Anti-Skid Switch ..... OFF
10. Engines and Cargo Compartment .... CHECKED

CRUISE

1. Cruise Power/Jet Engines ..... AS REQUIRED
2. Boost Pumps ..... AS REQUIRED
3. Mixtures ..... AS REQUIRED
4. Cowl Flaps ..... AS REQUIRED
5. Oil Coolers ..... SET
6. Engine Instruments ..... CHECKED
7. APP, Idle 5 minutes, then ..... OFF
8. Flight Emergency Bus ..... CHECKED

INFLIGHT JET ENGINE SHUTDOWN

1. Jet Throttle – Retard – Idle 2 minutes
2. Jet Start Switch ..... SHUT DOWN TO 6-7%
3. Jet Start Switch ..... OFF
4. Jet Boost Pumps ..... OFF

DESCENT

1. Mixtures ..... AS REQUIRED
2. Superchargers ..... LOW
3. Stall Warning ..... CHECKED
4. Oil Coolers ..... AUTO
5. Fuel Crossfeed ..... AS REQUIRED
6. Jet Engines ..... START & IDLE
7. APP ..... AS REQUIRED

BEFORE LANDING

1. Altimeters ..... SET
2. Anti-Skid Switch ..... ON
3. Unnecessary Electrical Equipment ..... OFF
4. Auxiliary Hydraulic Pump ..... AUTO
5. Boost Pumps ..... HIGH/PRESSURE CHECKED
6. Mixtures ..... AUTO RICH
7. Water Injection ..... AS REQUIRED
8. Propellers ..... SET
9. Gear ..... DOWN
10. Hydraulic Pressure ..... CHECKED
11. Landing Gear Pins ..... IN PLACE
12. Cowl Flaps ..... SET
13. Seat Belts and Shoulder Harness ..... SECURED
14. Flaps ..... SET
15. Props. . FULL INCR. WHEN LANDING ASSURED

AFTER LANDING

NOTE

Accomplish this check immediately after clearing the runway, while taxiing to the off-load point on the landing zone.

1. Anti-Skid Switch ..... OFF
2. Jet Start Switches ..... OFF
3. Jet Engine Starter/Generator Switches ..... OFF
4. Jet and Reciprocating Boost Pumps ..... OFF
5. Flaps ..... UP
6. Water Injection ..... OFF
7. Troop Jump Signal ..... CAUTION
8. Cowl Flaps ..... OPEN
9. Trim Tabs ..... NEUTRAL
10. Carburetor Air ..... AS REQUIRED
11. Pitot Heat ..... OFF
12. Windshield Heat ..... OFF

PARKING

1. Nose Wheel/Parking Brake .... CENTERED/SET
2. Auxiliary Hydraulic Pump ..... OFF
3. Right Engine Mixture ..... IDLE CUT OFF
4. Left Engine Hydraulic Pump ..... CHECKED
5. Left Engine Mixture ..... IDLE CUT OFF
6. Ignition ..... OFF
7. All Inverters..... OFF
8. Anti-Collision Light ..... OFF
9. Elevator and Rudder Reverse Locks..RELEASED
10. Flight Controls ..... LOCKED
11. Wheel Chocks ..... IN PLACE
12. Parking Brake ..... RELEASED
13. Troop Jump Signal Lights ..... OFF
14. APP ..... IDLE/OFF
15. All Electrical Switches ..... OFF

GROSS WEIGHT POUNDS	POWER OFF STALL V_S FLAPS			NORMAL APPROACH 1.3 V_S FLAPS			OBSTACLE CLEARANCE 1.2 V_S FLAPS			TAKE-OFF & TOUCHDOWN 1.1 V_S FLAPS			FULL FLAP APPROACH	S.E. BEST CLIMB
	0°	T/O	LAND	0°	T/O	LAND	0°	T/O	LAND	0°	T/O	LAND		
40,000	77	73	66	100	95	86	92	88	79	85	80	73	75	118
42,000	79	75	67	103	97	87	95	90	80	87	83	74	77	120
44,000	80	76	69	104	99	90	96	91	83	88	84	76	78	121
46,000	82	78	70	107	101	91	98	94	84	90	86	77	80	122
48,000	83	79	72	108	103	94	100	95	86	91	87	79	81	123
50,000	85	81	73	110	105	95	102	97	88	94	89	80	83	125
52,000	87	82	74	113	107	96	104	98	89	96	90	81	85	126
54,000	89	84	75	116	109	98	107	101	90	98	92	83	86	127
56,000	90	85	77	117	111	100	108	102	92	99	94	85	88	128
58,000	92	87	78	120	113	101	110	104	94	101	96	86	89	129
60,000	94	88	79	122	114	103	113	106	95	103	97	87	91	131

NOTE: 1. All speeds listed above are indicated (IAS.)

2. S.E. Best Climb Speeds are based on sea level altitude and maximum wet power, with propeller feathered, gear and flaps up.

EXPECTED MANIFOLD PRESSURE - MAXIMUM POWER (WET)

Conditions:
Dew Point: 70° Farenheit
Fuel : 115/145

CAT	°C S.L.	2000	4000	6000
20	62.0	61.7	59.9	56
30	62.0	61.7	59.0	55.3
40	62.0	61.6	58.5	54.9
50	62.0	61.5	57.9	54

These are manifold pressure limits.
These settings and/or expected torque pressure provide Maximum Power Limits.
Throttle increase will be stopped when either one of these limits are reached.

MINIMUM CONTROL SPEEDS
(Indicated Air Speed)

Power	BHP(SL)	Angle Bank	Prop Feathered	Prop Windmill
Max	2500	0	100	109
Wet		5	92	99
Max	2300	0	97	106
Dry		5	90	97
METO	1900	0	91	100
		5	84	92

C123

T.O. and L. Data

T.O. CONDITIONS

FAT _____ °F _____ °C CAT _____ °C

DP _____ °F PA _____ ft DA _____ ft

Wind _____ °M _____ kt

Gross Wt. _____ lbs Rwy. Lgth. _____ ft

H Wind Comp _____ kt

X Wind Comp _____ kt

T.O. DATA

	WET	DRY
MAP	_____ in. Hg	_____ in. Hg
Exp. TOP	_____ psi	_____ psi
Min. Perf. TOP	_____ psi	_____ psi
T.O. GW Limit	_____ lbs	_____ lbs
T.O. Dist.	_____ ft	_____ ft

T.O. Speed _____ kt IAS

S.E. Best Climb _____ kt IAS

S.E. R/C _____ ft/min _____ ft/min

S.E. Serv. Ceil.-Max. Dry _____ ft

LANDING IMMED. AFTER T.O. DATA

Final App. Speed _____ kt IAS

(S.E. - 115 kts min. until landing assured)

Land. Dist. (Brakes only) _____ ft

LAND. CONDITIONS

Fld. Elev. _____ ft Rwy. Lgth. _____ ft

Gross Wt. _____ lbs

FAT _____ °F _____ °C

PA _____ ft

DA _____ ft

Wind _____ °M _____ kt

H Wind Comp _____ kt

X Wind Comp _____ kt

LAND. DATA

Final App. Speed _____ kt IAS

T/D Speed _____ kt IAS

Land. Dist. (Brakes only) _____ ft

MINIMUM ACCEPTABLE TORQUE - MAX WET POWER

TEMPERATURES			DEW POINT ← SE ASIA								
FAT		CAT	(F) 100	90	80	70	60	50	40	30	20
(F)	(C)	(C)	(C) $37\frac{1}{2}$	32	26	21	15	10	$4\frac{1}{2}$	-1	-7
105	$40\frac{1}{2}$	$47\frac{1}{2}$	112	116	119	120	122	123	125		
95	35	42	118	120	122	124	125		126		
85	29	36		121	123	125	126		127	128	
75	24	31			125	126	127		128	129	129
65	18	$25\frac{1}{2}$				128	129		130	130	131
55	$12\frac{1}{2}$	$19\frac{1}{2}$						129	130	131	132
45	7	14							132	133	133
35	$1\frac{1}{2}$	$8\frac{1}{2}$								134	135

NOTE:
1. Add 7 PSI for expect TOP.
2. Subtract 11 PSI for dry TOP.
3. For +2000' alt. P.A. - subtract $1\frac{1}{4}$ PSI.
4. For +3000' alt. P.A., subtract 2 PSI (OAT below 69°F); 3 PSI (OAT above 69°F)

SE ASIA

EMERGENCY PROCEDURES

TABLE OF CONTENTS

EMERGENCY PROCEDURES

ENGINE FAILURE DURING FLIGHT

1. PROPELLER ..... FEATHERED
2. MIXTURE ..... IDLE CUT-OFF
3. FUEL SHUT-OFF ..... CLOSED

CLEAN-UP

1. Oil Cooler ..... (Dead Engine) ..... CLOSED
2. Cowl Flaps ..... " ..... CLOSED
3. Boost Pump ..... " ..... OFF
4. Ignition ..... " ..... OFF
5. Generator ..... " ..... OFF
6. Unnecessary Electrical Equipment ..... OFF
7. Secondary Bus ..... (If Required) ..... MONITOR
8. APP ..... " ..... START AND IDLE
9. Auxiliary Hydraulic Pump ..... AUTO
10. Jettison ..... IF REQUIRED

RESTARTING IN FLIGHT

1. Propeller ..... DECREASE RPM
2. Throttle ..... CLOSED
3. Fuel Shut-Off ..... OPEN
4. Starter ..... EIGHT BLADES
5. Boost Pump ..... LOW
6. Propeller ..... UNFEATHERED
7. Ignition ..... BOTH
8. Mixture ..... AUTO RICH
9. Generator ..... ON
10. Cowl Flaps ..... SET
11. Oil Cooler ..... AUTO
12. Warm Up MAP-20 RPM 1500, After Cht Rise: MAP 25, RPM 1500

ENGINE FIRE ON THE GROUND

1. FIRE EMERGENCY SHUTDOWN HANDLE..PULLED
2. MIXTURES ..... IDLE CUT-OFF
3. EXTINGUISHER... (When Engine Stops)
   .....DISCHARGE
4. Hand Extinguisher ..... AS REQUIRED
5. Call Tower ..... REQUEST ASSISTANCE
6. Electrical Power ..... OFF
7. Abandon Aircraft

ENGINE FIRE DURING FLIGHT

1. FIRE EMERGENCY SHUTDOWN
   HANDLE ..... PULLED
2. MIXTURE ..... IDLE CUT-OFF
3. EXTINGUISHER
   (When Engine Stops) ..... DISCHARGE

FUSELAGE FIRE

1. Crew .....ALERTED
2. All Exits and Vents ..... CLOSED
3. Oxygen or Smoke Masks ..... ON
4. Fight Fire
5. Heater Primary Selector ..... OFF
6. APP Ignition ..... OFF

WING FIRE

1. Crew ..... ALERTED
2. Wing Lights ..... OFF
3. Pitot Heat .... (Right Wing Fire)..... OFF
4. Pilots Three Phase Inverter
   (Left Wing Fire) ..... OFF
5. Single Phase Inverter ..(Left Wing Fire) .... OFF
6. Fuel Tank..... JETTISON AS REQUIRED

ELECTRICAL FIRE (SOURCE UNDETERMINED)

1. Crew ..... ALTERED
2. All Exits and Vents ..... CLOSED
3. Oxygen or Smoke Masks ..... ON
4. Fight Fire
5. Generators ..... OFF
6. Battery ..... OFF
7. All Electrical Switches ..... OFF
8. Generators... (One At a Time) ..... ON
9. Battery ..... ON
10. Electrical Switches ..... ON

TO START THE AUXILIARY POWER PLANT MANUALLY

1. APP Generator ..... OFF
2. APP Ignition ..... ON
3. Governor Lever ..... AS REQUIRED
4. Field Control Relay ..... MANUALLY RESET
5. Fuel Bypass Valve ..... OPEN
6. Altitude Compensator Valve ..... SET
7. Starting Handle ..... PULLED
8. Governor Lever ..... IDLE
9. Starter Switch ..... ON
10. Governor Lever ..... RUN
11. Generator ..... ON
12. Battery ..... ON
13. Fuel Bypass Valve ..... CLOSED

FAILURE OF ONE ENGINE GENERATOR

1. Unnecessary Electrical Equipment ..... OFF
2. Secondary Bus ... (If Required) ..... MONITOR
3. APP .... (As Required). ..... START AND IDLE
4. Engine Generator ..... RESET/OFF
5. DC Voltmeter
   (Malfunctioning Generator) .. VOLTAGE CHECKED
6. If Voltmeter Reading is Approximately 28
   Volts Generator ..... ON

FAILURE OF ONE ENGINE GENERATOR (Cont'd)

7. If Voltmeter Reading Is More Than 28 Volts
   Voltage Regulator Rheostat
   ..... ADJUST FOR 28 VOLTS
8. If The Voltmeter Reading is 0-5 Volts
   Field Control Relay ..... MANUALLY RESET
   DC Voltmeter..... CHECK FOR 28 VOLTS
9. If it is impossible to recover engine generator
   output generator switch ..... OFF
10. Maintain Fire Watch

FAILURE OF BOTH ENGINE GENERATORS

1. Battery ..... ON
2. Both Generators ..... OFF
3. Unnecessary Electrical Equipment ..... OFF
4. APP ..... MANUALLY START AND IDLE
5. Field Control Relays ..... RESET MANUALLY
6. DC Voltmeter
   (Select One Generator) .... VOLTAGE CHECKED
7. If Voltmeter Reading is approximately 28 Volts
   Generator Switch ..... ON
   Loadmeter ..... OUTPUT CHECKED
8. If Voltmeter Reading is More Than
   28 Volts Voltage Regulator Rheostat
   ..... ADJUST FOR 28 VOLTS
   Accomplish Step 7, If Applicable
9. If Voltmeter Reading is 0-5 Volts
   Field Control Relay..... RESET MANUALLY
   DC Voltmeter ..... CHECK FOR 28 VOLTS
   Accomplish Step 7, If Applicable
10. If the Output of the Generator has been Recovered
    APP..... START
    APP Starter Switch .....ON
    APP Governor Lever ..... IDLE
    APP Generator .....RESET/OFF
11. If The Output of the Generator cannot be Recovered
    Generator Switch ..... OFF

FAILURE OF BOTH ENGINE GENERATORS (Cont'd)

12. Attempt to recover the Output of the other Generator by repeating steps 6 through 11 for the other generator

13. If Neither Engine Generator Output Can Be Recovered
    Engine Generators ..... OFF
    APP Governor Lever ..... RUN
    APP Generator ..... ON

14. Secondary Bus ... (If Required) .... . MONITOR
    Maintain Fire Watch

LANDING GEAR EMERGENCY EXTENSION
(Electrical Failure)

1. Landing Gear Control Circuit Breaker ..PULLED
2. Landing Gear Lever ..... DOWN
3. Landing Gear Directional Control Valve ..... DEPRESSED
   (Depress DOWN Button Until All Three Landing Gears Are Down And Locked)
4. Ground Lock Pins..... INSERTED

LANDING GEAR EMERGENCY RETRACTION
(Electrical Failure)

1. Landing Gear Control Circuit Breaker ..PULLED
2. Landing Gear Lever ..... UP
3. Landing Gear Directional Control Valve ..... DEPRESSED
   (Depress UP Button Until All Three Landing Gears Are Up And Locked)

LANDING GEAR EMERGENCY EXTENSION
(Hydraulic Failure) 576 and Subsequent

1. Airspeed ..... 110 KNOTS MAXIMUM
2. Landing Gear Lever ..... DOWN
3. Landing Gear Controllable Check Valve ..... EMERGENCY
4. Main Gear Uplock Release Handles..... PULLED
5. Handcrank Main Gear Into Locked Position ..... AS REQUIRED
6. Main Gear Ground Lock Pins ..... INSTALLED
7. Nose Gear Uplock Release Handle ..... PULLED
8. Nose Gear Emergency Downlock Handle .. PULLED
9. Nose Gear Ground Lock Pin .....INSTALLED

JET ENGINE FIRE:

ACCESSORIES SECTION FIRE ON THE GROUND

1. START SWITCH-SHUTDOWN
2. JET ENGINE EXTINGUISHING AGENT SWITCH ..... DEPRESS
3. ALL ENGINES ..... SHUT DOWN
4. Jet Start Switches ..... OFF
5. Jet Boost Pumps ..... OFF
6. Jet engine starter/generator switch ..... OFF
7. Hand extinguisher ..... AS REQUIRED
8. Call Tower
9. Electrical Power ..... OFF
10. Checklist ..... COMPLETED
11. Abandon Aircraft ..... ALL

ENGINE FIRE ON THE GROUND

1. START SWITCH ..... SHUTDOWN
2. MOTORING SWITCH ..... MOTOR
   (Hold for 20 seconds to blow out fire)
3. MOTORING SWITCH ..... NORMAL
4. Jet boost pump ..... OFF

ENGINE FIRE ON THE GROUND (Cont'd)

5. Jet engine starter/generator switch ..... OFF
6. Checklist ..... COMPLETED

ACCESSORIES SECTION FIRE DURING FLIGHT

1. START SWITCH .....SHUTDOWN
2. JET ENGINE EXTINGUISHING AGENT SWITCH ..... DEPRESS
3. Start switch ..... OFF
4. Jet Boost Pump ..... OFF
5. Jet engine starter/generator switch ..... OFF
6. Checklist ..... COMPLETED

ENGINE FIRE DURING FLIGHT

1. START SWITCH ..... SHUTDOWN
   Allow ram air to blow out fire.
2. Start switch ..... OFF
3. Jet boost pump ..... OFF
4. Jet engine starter/ Generator switch ..... OFF
5. Checklist ..... COMPLETED

FAILURE OF ONE OR TWO RECIPROCATING ENGINE GENERATORS (Aircraft with four Reciprocating Engine Generators)

1. Engine generator switch ..... RESET then OFF
2. DC voltmeter (select malfunctioning generator) ..... Check voltage
3. If Voltmeter reading is approximately 28 volts:
   a. Generator switch ..... ON
   b. Loadmeter..... Check for output
4. If voltmeter reading is more than 28 volts:
   a. Voltage regulator rheostat Adjust for 28 volts
   b. Accomplish step 3.
5. If the voltmeter reading is 0-5 volts:
   a. Field control relay..... Reset manually
   b. DC voltmeter ..... Check for 28 volts
   c. Accomplish step 3.
6. Generator switch ..... OFF (If unable to recover engine generator output.)
7. Checklist ..... Completed
8. Maintain fire watch.

FAILURE OF THREE RECIPROCATING ENGINE GENERATORS (Aircraft with four Reciprocating Engine Generators)

1. All unnecessary Electrical Equipment .....OFF
2. Secondary bus switch..... MONITOR, if required
3. APP..... Start and idle
4. Engine generator switch ..... RESET, then OFF
   Accomplish steps 1 through 8 in procedure for FAILURE OF ONE OR TWO RECIPROCATING ENGINE GENERATORS.
5. Jet Engines ..... As required
6. External drop tank air pump switches .....ON
7. Checklist ..... Completed
8. Land at nearest suitable airfield.

FAILURE OF FOUR RECIPROCATING ENGINE GENERATORS (Aircraft with four Reciprocating Engine Generators)

1. Battery ..... ON
2. All generator switches ..... OFF
3. All unnecessary electrical equipment ..... Off
4. APP ..... Manually start and idle
5. Field control relays ..... Reset manually.
6. DC voltmeter (select one generator) ..... Check voltage
7. If voltmeter reading is approximately 28 volts:
   a. Generator switch ..... ON
   b. Loadmeter .....Check for output
8. If voltmeter reading is more than 28 volts:
   a. Voltage regulator rheostat Adjust for 28 volts
   b. Accomplish step 7, if applicable.
9. If voltmeter reading is 0-5 volts:
   a. Field control relay (of corresponding generator) ,... Reset manually
   b. DC voltmeter ..... Check for 28 volts
   c. Accomplish step 7, if applicable.
10. If output of generator has been recovered.
    a. APP - Start electrically if manual starting has not been completed.
    b. APP starter switch ..... ON
    c. APP governor lever ..... IDLE
    d. APP generator ..... RESET, then OFF
11. If output of generator cannot be recovered:
    a. Generator switch ..... OFF
12. Attempt to recover the output of the remaining generators by repeating steps 6 through 11.
13. If output of any of the other engine generators cannot be recovered:
    a. Engine generator switches ..... OFF
    b. APP governor lever ..... RUN (when warm-up is completed).
    c. APP generator ..... ON
14. Jet engines ..... As required
15. Drop tank air pumps ..... ON

FAILURE OF FOUR RECIPROCATING ENGINE GENERATORS (Cont'd)

16. Secondary bus ..... MONITOR, if required
17. Checklist completed. CP
18. Maintain fire watch.
19. Land at nearest suitable airfield.

FAILURE OF JET ENGINE STARTER/GENERATOR (Aircraft with Starter/Generators powering Flight Emergency Bus)

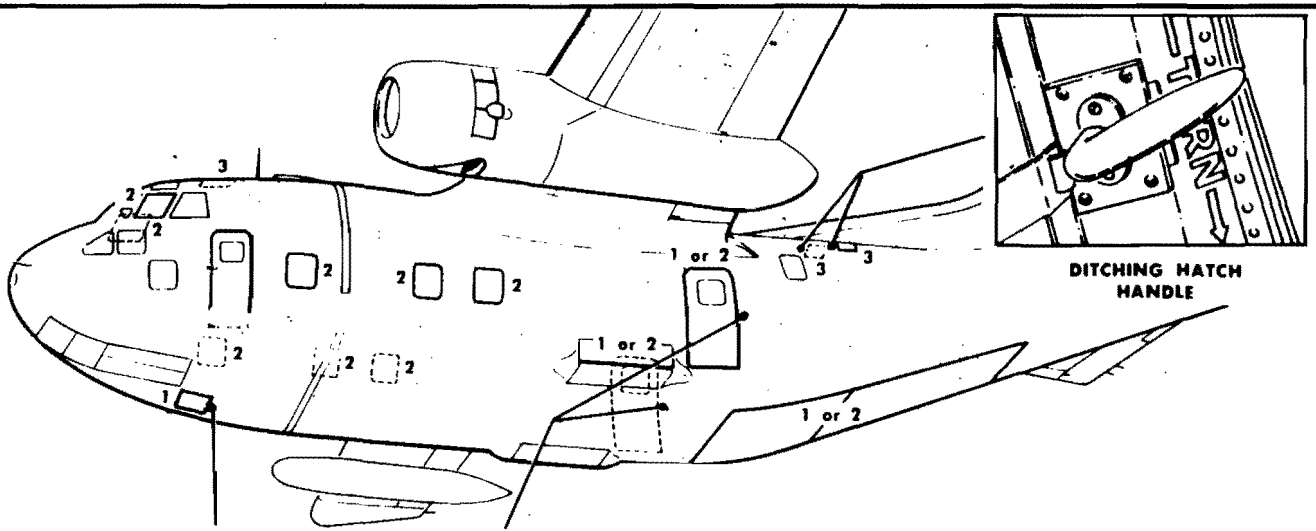
1. Jet engine starter/generator switch ..... RESET then OFF
2. DC voltmeter (select malfunctioning starter/generator) ..... Check voltage
3. If voltmeter reading is approximately 28 volts:
   a. Starter/generator switch ..... ON
   b. Loadmeter ..... Check for output
4. If voltmeter reading is more than 28 volts:
   a. Voltage regulator rheostat .. Adjust for 28 volts
   b. Accomplish step 3.
5. If voltmeter reading is 0-5 volts:
   a. Field control relay ..... Reset manually
   b. DC voltmeter ..... Check for 28 volts
   c. Accomplish step 3.
6. Jet engine starter/generator switch ..... OFF (if unable to recover jet engine starter/generator output.)
7. Checklist ..... Completed. CP
8. Maintain fire watch.

ENGINE SMOKE AND FLAME IDENTIFICATION

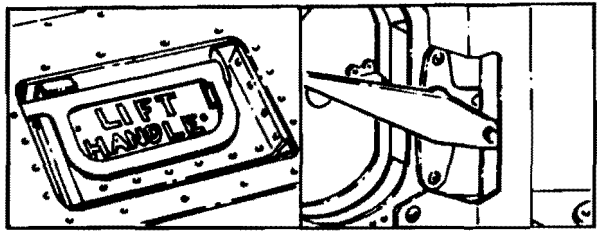
DESCRIPTION	CAUSE	ACTION
ROUGH ENGINE AND PUFFS OF BLACK SMOKE FROM EXHAUST	Detonation, after fire or backfire from lean mixture or carburetor failure which may be indicated by high CHT and CAT, fluctuating MP, RPM. If this condition is allowed to continue, loss of power and engine failure are imminent.	Enrich mixture, reduce power, and temperature, monitor engine instruments.
THIN WISPS OF BLUISH-GRAY SMOKE FROM COWL FLAPS AND EXHAUST AREA	Slight oil leak, possibility of fire exists but no action necessary unless fire develops.	Watch closely and feather if volume of smoke indicates the necessity.
ROUGH ENGINE AND VARIABLE QUANTITY OF GRAY SMOKE AND POSSIBLE LIGHT FLAME FROM COWL FLAPS AND EXHAUST AREA	Cylinder head or exhaust stack failure indicated by high CHT, fluctuating MP and RPM low oil pressure. If this condition is allowed to continue, engine failure and fire may result.	Fire and feather procedure and alert crew.

ENGINE SMOKE AND FLAME IDENTIFICATION

DESCRIPTION	CAUSE	ACTION
HEAVY BLACK SMOKE FROM EXHAUST	Initial induction fire from burning fuel possible indicated by high CHT and a sudden drop in MP and RPM. An uncontrollable fire may develop.	Fire and feather procedure and alert crew.
DENSE WHITE SMOKE FROM ACCESSORY SECTION	Induction casting burning and/or burned through possible indicate by very high CHT and CAT and fluctuating engine instruments. An Uncontrollable fire may develop.	Fire and feather procedure and alert crew.
BLACK SMOKE FROM ACCESSORY SECTION	Oil leak and oil fire indicated by variable oil pressure, high CHT and illumination of fire detector lights. An uncontrollable fire may develop.	Fire and feather procedure and alert crew.
BLACK SMOKE AND ORANGE FLAME FROM ACCESSORY SECTION	Gasoline leak and fire possibly indicated by variable fuel pressure, high CHT and illumination of fire detector lights. An uncontrolled fire may develop.	Fire and feather procedure and alert crew.



DITCHING HATCH HANDLE



BAIL-OUT CHUTE RELEASE HANDLE

AFT TROOP DOOR JETTISON HANDLE

LEGEND

1. BAIL-OUT EXIT
2. CRASH LANDING EXIT
3. DITCHING EXIT

EMERGENCY EXITS

CRUISE POWER SCHEDULE 700 BHP/ENG

1 April 1957

MIXTURE : MANUAL LEAN

PRESSURE ALTITUDE	MANIFOLD PRESSURE / CARBURETOR AIR TEMPERATURE						BLOWER	RPM	TOP (PSI)	FUEL FLOW (PPH)	
	-10°C	0°C	+10°C	+20°C	+30°C	+38°C					
12,000	26.5	26.5	27.0	26.7	27.2	27.5	LOW	1800	62	320	
11,000	26.9	27.4	27.2	27.7	28.2	27.8					
10,000	27.1	27.6	28.2	28.0	28.5	28.9					
9,000	27.3	27.8	28.4	28.8	28.7	29.1	LOW	1700	66	315	
8,000	28.4	28.9	28.6	29.0	29.5	29.4					
7,000	28.7	29.3	29.8	30.3	29.7	30.1	LOW	1600	69	310	
6,000	29.8	30.3	30.0	30.5	31.0	30.3					
5,000	30.2	30.7	31.3	30.8	31.3	31.7	LOW	1500	74	305	
4,000	30.5	31.1	31.7	32.2	31.7	32.1					
3,000	30.9	31.5	32.1	32.7	33.3	33.7					
2,000	31.3	31.9	32.4	33.0	33.6	34.0	LOW	1400	79	295	
1,000	31.7	32.3	32.8	33.4	34.0	34.4					

CRUISE POWER SCHEDULE 800 BHP/ENG
MIXTURE : MANUAL LEAN

1 April 1957

PRESSURE ALTITUDE	MANIFOLD PRESSURE / CARBURETOR AIR TEMPERATURE						BLOWER	RPM	TOP (PSI)	FUEL FLOW (PPH)	
	-10°C	0°C	+10°C	+20°C	+30°C	+38°C					
12,000	27.5	28.0	28.6	28.0	28.5	28.9	LOW	1900	67	366	
11,000	28.5	28.2	28.8	29.2	28.7	29.1					
10,000	28.7	29.2	29.0	29.5	30.0	30.4					
9,000	29.4	29.4	30.0	30.5	30.2	30.6	LOW	1800	72	357	
8,000	29.8	30.3	30.2	30.7	31.2	30.8					
7,000	30.1	30.6	31.2	30.9	31.5	31.9	LOW	1700	74	350	
6,000	31.1	31.0	31.5	32.0	32.6	32.1					
5,000	31.3	31.9	31.7	32.2	32.8	33.2	LOW	1600	79	345	
4,000	31.6	32.2	32.8	33.4	32.9	33.3					
3,000	31.9	32.5	33.1	33.7	34.3	34.7					
2,000	32.3	32.9	33.5	34.0	34.6	35.0	LOW	1500	85	340	
1,000	32.7	33.3	33.9	34.4	35.0	35.4					

CRUISE POWER SCHEDULE 900 BHP/ENG

1 April 1957

MIXTURE: MANUAL LEAN

PRESSURE ALTITUDE	MANIFOLD PRESSURE / CARBURETOR AIR TEMPERATURE						BLOWER	RPM	TOP (PSI)	FUEL FLOW (PPH)	
	-10°C	0°C	+10°C	+20°C	+30°C	+38°C					
12,000	28.7	29.3	28.9	29.5	30.0	29.7	LOW	2100	68	418	
11,000	29.8	29.6	30.1	29.7	30.2	30.6	LOW	2000	72	409	
10,000	30.0	30.6	30.2	30.7	30.3	30.7					
9,000	31.1	30.7	31.3	30.9	31.5	31.9	LOW	1900	75	403	
8,000	31.3	31.8	31.5	32.0	31.6	32.0					
7,000	31.9	32.1	32.7	32.3	32.9	33.3	LOW	1800	80	396	
6,000	32.2	32.9	32.9	33.5	34.1	33.5					
5,000	32.4	33.0	33.6	34.2	34.3	34.7	LOW	1700	84	389	
4,000	32.5	33.2	33.8	34.4	35.0	35.4	LOW	1650	86	385	
3,000	32.7	33.4	34.0	34.6	35.2	35.6					
2,000	33.0	33.7	34.2	34.8	35.4	35.8					
1,000	33.3	33.9	34.5	35.1	35.7	36.1					

CRUISE POWER SCHEDULE 950 BHP/ENG

1 April 1957

MIXTURE : MANUAL LEAN

PRESSURE ALTITUDE	MANIFOLD PRESSURE CARBURETOR AIR TEMPERATURE						BLOWER	RPM	TOP (PSI)	FUEL FLOW (PPH)	
	-10°C	0°C	+10°C	+20°C	+30°C	+38°C					
12,000	29.5	30.1	30.2	30.8	30.5	31.0					
11,000	30.4	30.2	30.2	31.0	31.5	32.0	LOW	2000	76	430	
10,000	30.6	31.2	31.0	31.6	31.7	32.2					
9,000	30.8	31.3	32.0	31.8	32.3	32.8	LOW	1950	78	425	
8,000	32.0	31.5	32.1	32.7	32.5	33.0					
7,000	32.2	32.7	33.3	32.9	33.4	33.9	LOW	1850	81	420	
6,000	32.4	33.0	33.6	34.2	33.6	34.1					
5,000	32.6	33.2	33.8	34.4	35.0	35.5					
4,000	32.7	33.3	33.9	34.5	35.1	35.6					
3,000	32.5	33.5	34.1	34.7	35.3	35.8	LOW	1750	86	410	
2,000	33.1	33.7	34.3	34.9	35.5	35.9					
1,000	33.3	33.9	34.5	35.1	35.7	36.1					

CRUISE POWER SCHEDULE 1000 BHP/ENG

1 April 1957 MIXTURE : MANUAL LEAN

PRESSURE ALTITUDE	MANIFOLD PRESSURE / CARBURETOR AIR TEMPERATURE						BLOWER	RPM	TOP (PSI)	FUEL FLOW (PPH)	
	-10°C	0°C	+10°C	+20°C	+30°C	+38°C					
12,000	30.2	30.7	30.5	31.1	31.7	31.4					
11,000	31.2	30.9	31.4	31.3	31.9	32.3	LOW	2100	76	455	
10,000	31.3	31.9	31.5	32.1	32.7	32.4					
9,000	32.0	32.1	32.6	32.2	32.8	33.2	LOW	2000	79	450	
8,000	32.1	32.6	32.8	33.4	34.0	33.4					
7,000	32.3	32.9	33.5	34.2	34.2	34.6	LOW	1900	83	445	
6,000	32.5	33.1	33.7	34.3	34.9	35.3					
5,000	32.7	33.3	33.9	34.5	35.1	35.5					
4,000	32.9	33.6	34.2	34.8	35.4	35.8	LOW	1850	86	440	
3,000	33.1	33.8	34.3	35.0	35.6	36.0					
2,000	33.3	33.9	34.5	35.1	35.7	36.1					
1,000	33.6	34.2	34.8	35.4	36.0	36.4					

CRUISE POWER SCHEDULE 1050 BHP/ENG

1 April 1957

MIXTURE : MANUAL LEAN

PRESSURE ALTITUDE	MANIFOLD PRESSURE / CARBURETOR AIR TEMPERATURE						BLOWER	RPM	TOP (PSI)	FUEL FLOW (PPH)	
	-10°C	0°C	+10°C	+20°C	+30°C	+38°C					
12,000	31.2	31.1	31.7	32.3	32.3	32.7					
11,000	31.3	32.0	32.0	32.5	32.5	32.9					
10,000	31.9	32.1	32.8	33.2	33.1	33.6	LOW	2100	80	475	
9,000	32.1	32.7	33.3	33.8	33.8	33.8					
8,000	32.3	32.8	33.5	34.0	34.0	34.5	LOW	2000	83	470	
7,000	32.4	33.0	33.7	34.2	34.8	34.6					
6,000	32.6	33.2	33.8	34.4	35.0	35.4					
5,000	32.8	33.4	34.0	34.6	35.2	35.6					
4,000	32.9	33.6	34.2	34.8	35.4	35.8	LOW	1950	86	465	
3,000	33.2	33.8	34.4	35.0	35.6	36.0					
2,000	33.4	34.0	34.6	35.2	35.8	36.2					
1,000	33.6	34.2	34.8	35.4	36.0	36.4					

CRUISE POWER SCHEDULE 1100 BHP/ENG

1 April 1957

MIXTURE : MANUAL LEAN

PRESSURE ALTITUDE	MANIFOLD PRESSURE CARBURETOR AIR TEMPERATURE						BLOWER	RPM	TOP (PSI)	FUEL FLOW (PPH)	
	-10°C	0°C	+10°C	+20°C	+30°C	+38°C					
12,000	31.7	32.2	32.2	32.8	35.7						
11,000	32.5	32.3	32.9	33.0	33.6	34.0					
10,000	32.6	33.2	33.0	33.6	34.2	34.1	LOW	2200	79	505	
9,000	32.8	33.4	34.0	33.7	34.3	34.7					
8,000	33.0	33.5	34.2	34.8	35.4	34.9	LOW	2100	83	495	
7,000	33.1	33.7	34.3	35.0	35.6	36.0					
6,000	33.4	34.0	34.6	35.2	35.8	36.2					
5,000	33.5	34.1	34.7	35.3	35.9	36.3					
4,000	33.7	34.3	34.9	35.5	36.1	36.5					
3,000	34.0	34.6	35.2	35.8	36.4	36.8	LOW	2000	87	490	
2,000	34.1	34.7	35.3	35.9	36.5	37.0					
1,000	34.2	34.8	35.4	36.0	36.7	37.2					

CRUISE POWER SOHEDULE 1150 BHP/ENG

1 April 1957

MIXTURE : MANUAL LEAN

PRESSURE ALTITUDE	MANIFOLD PRESSURE / CARBURETOR AIR TEMPERATURE						BLOWER	RPM	TOP (PSI)	FUEL FLOW (PPH)	
	-10°C	0°C	+10°C	+20°C	+30°C	+38°C					
12,000	32.6	32.8	33.3	36.0	36.7						
11,000	32.8	33.4	33.5	34.1	34.6	35.0					
10,000	33.0	33.6	34.2	34.2	34.8	35.2	LOW	2200	83	522	
9,000	33.1	33.7	34.3	34.9	35.5	35.3					
8,000	33.2	33.8	34.5	35.1	35.7	35.9					
7,000	33.3	33.9	34.6	35.2	35.8	36.0					
6,000	33.5	34.1	34.8	35.4	35.9	36.2					
5,000	33.7	34.3	34.9	35.5	36.2	36.5	LOW	2100	87	513	
4,000	33.9	34.6	35.2	35.8	36.4	36.8					
3,000	34.1	34.8	35.4	36.0	36.6	37.0					
2,000	34.3	34.9	35.5	36.1	36.8	37.2					
1,000	34.6	35.2	35.8	36.4	37.1	37.5					

CRUISE POWER SCHEDULE 1200 BHP/ENG

1 April 1957

MIXTURE : MANUAL LEAN

PRESSURE ALTITUDE	MANIFOLD PRESSURE — CARBURETOR AIR TEMPERATURE						BLOWER	RPM	TOP (PSI)	FUEL FLOW (PPH)
	-10°C	0°C	+10°C	+20°C	+30°C	+38°C				
12,000	33.1	33.7	34.0	34.6	37.6					
11,000	33.3	34.0	34.6	34.8	35.4	35.8	LOW	2300	82	555
10,000	33.5	34.1	34.7	35.3	35.4	35.8				
9,000	33.7	34.3	34.9	35.5	36.1	36.5				
8,000	33.8	34.4	35.1	35.7	36.3	36.7				
7,000	34.0	34.6	35.2	35.9	36.5	37.0				
6,000	34.2	34.8	35.5	36.1	36.6	37.1				
5,000	34.4	35.0	35.6	36.3	36.9	37.3	LOW	2200	87	542
4,000	34.6	35.3	35.9	36.5	37.1	37.6				
3,000	34.7	35.4	36.0	36.6	37.2	37.7				
2,000	35.0	35.6	36.2	36.8	37.5	38.0				
1,000	35.2	35.8	36.4	37.0	37.7	38.2				

CRUISE POWER SCHEDULE 1300 BHP/ENG

1 April 1957

MIXTURE : MANUAL LEAN

PRESSURE ALTITUDE	MANIFOLD PRESSURE / CARBURETOR AIR TEMPERATURE						BLOWER	RPM	TOP (PSI)	MIN FUEL FLOW (PPH)	DES FUEL FLOW (PPH)
	-10°C	0°C	+10°C	+20°C	+30°C	+38°C					
12,000	34.7	35.4	F.T.								
11,000	34.9	35.5	36.2	F.T.							
10,000	35.0	35.6	36.3	36.9							
9,000	35.1	35.7	36.4	37.1							
8,000	35.2	35.8	36.5	37.2							
7,000	35.4	36.0	36.7	37.4							
6,000	35.5	36.2	36.9	37.5			LOW	2300	89.5	690	776
5,000	35.7	36.4	37.1	37.7							
4,000	35.9	36.6	37.3	37.9							
3,000	36.1	36.9	37.5	38.2							
2,000	36.4	37.1	37.7	38.4							
1,000	36.6	37.3	38.0	38.6							

1 April 1957

CRUISE POWER SCHEDULE 1500 BHP/ENG
MIXTURE : AUTO-RICH

PRESSURE ALTITUDE	MANIFOLD PRESSURE — CARBURETOR AIR TEMPERATURE						BLOWER	RPM	TOP (PSI)	MIN FUEL FLOW (PPH)	DES FUEL FLOW (PPH)
	-10°C	0°C	+10°C	+20°C	+30°C	+38°C					
12,000	35.9	39.1	39.9	40.6							
10,000	36.1	36.7	37.4	40.8			HIGH	2300	96	870	925
8,000	36.4	37.1	37.8	38.4	39.0						
6,000	36.7	37.4	38.1	38.7	39.3						
4,000	37.0	37.8	38.4	39.1	39.7		LOW	2300	96	850	870
2,000	37.4	38.1	38.8	39.5	40.1						
Sea Level	37.7	38.4	39.2	39.8	40.5						