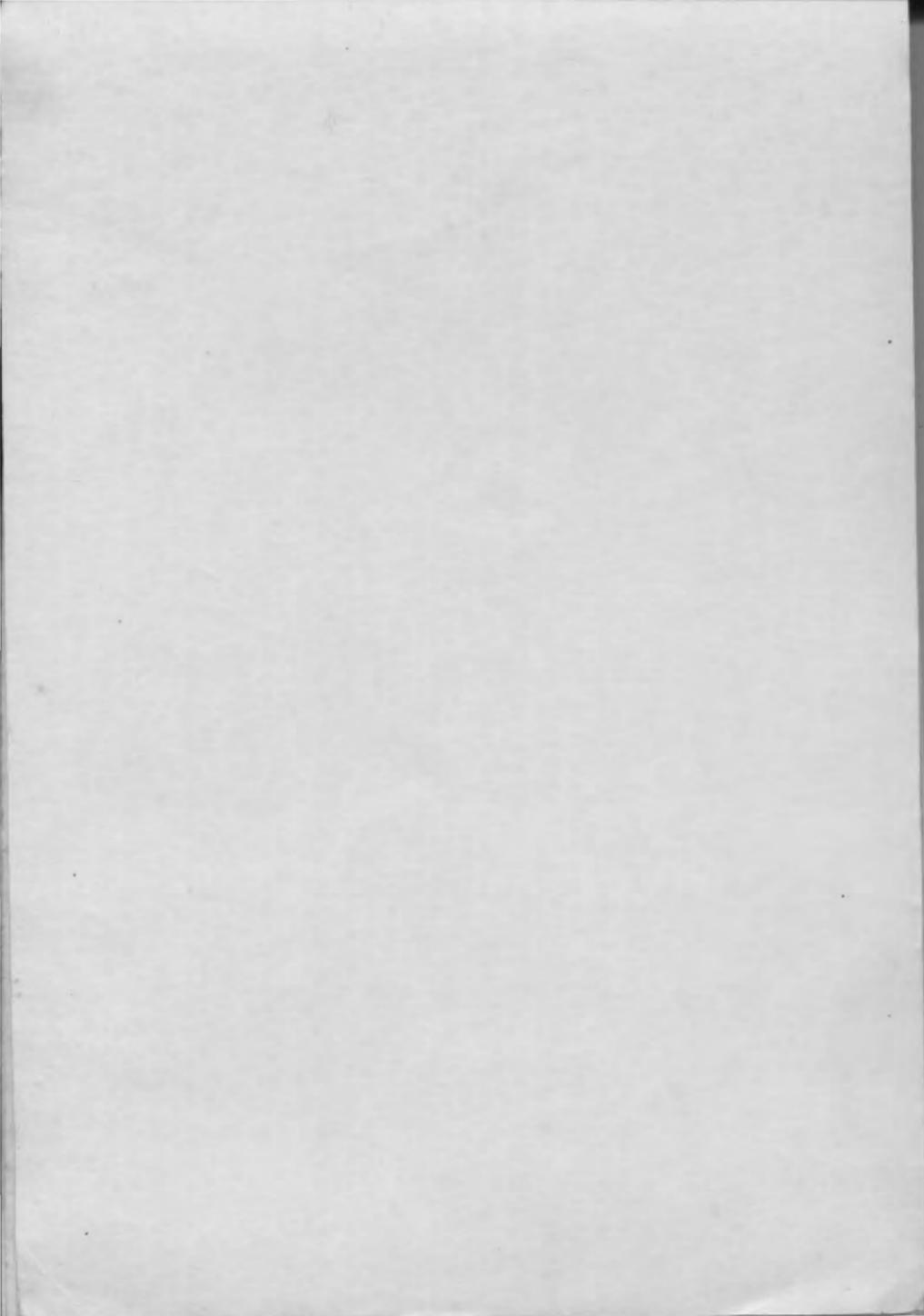


NAVWEPS 01-60FGB-1B

**PILOT'S  
NATOPS  
POCKET CHECK LIST**

**T-28B/C  
AIRCRAFT**

**PUBLISHED BY DIRECTION OF THE  
CHIEF OF THE BUREAU OF NAVAL WEAPONS**



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**15 JANUARY 1964**

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## **SECTION I**

# **EMERGENCY PROCEDURES**

## **CHECKLIST**

## FIRE

## ENGINE FIRE DURING START

1. Mixture-IDLE CUT-OFF
2. DO NOT PRIME
3. CONTINUE CRANKING
4. If no start
  - a. CONTINUE CRANKING
  - b. Fuel-OFF
  - c. Ignition-OFF
  - d. Carburetor air-DIRECT
  - e. Throttle-OPEN
5. If fire continues
  - a. STOP CRANKING
  - b. Battery-OFF
  - c. GET CLEAR OF AIRCRAFT

## ENGINE FIRE AFTER START

1. Fuel-OFF
2. Mixture-IDLE CUT-OFF
3. Throttle-OPEN
4. Ignition-OFF
5. Battery-OFF
6. GET CLEAR OF AIRCRAFT

## ENGINE FIRE IN FLIGHT

1. Fuel-OFF
2. Mixture-IDLE CUT-OFF
3. Ignition-OFF
4. Cowl flaps-OPEN
5. Battery-OFF
6. DO NOT ATTEMPT RESTART
7. BAIL OUT OR MAKE FORCED LANDING

## FIRE

## ENGINE FIRE DURING START

1. Mixture-IDLE CUT-OFF
2. DO NOT PRIME
3. CONTINUE CRANKING
4. If no start
  - a. CONTINUE CRANKING
  - b. Fuel-OFF
  - c. Ignition-OFF
  - d. Carburetor air-DIRECT
  - e. Throttle-OPEN
5. If fire continues
  - a. STOP CRANKING
  - b. Battery-OFF

NAVWEPS 01-60FGB-1B

## SMOKE ELIMINATION

1. Reduce airspeed
2. Cockpit air control and canopy defrost control handles ON
3. If smoke enters cockpit from air outlets, turn cockpit air control handle to **EMERGENCY OFF**
4. Use 100% oxygen
5. Open canopy

## GENERATOR FAILURE

1. Conserve the battery by immediately turning off all non-essential equipment (pull circuit breakers, if necessary), and turn the D.C. POWER switch to the appropriate position.
  - a. Maintain D.C. POWER switch at BAT and GEN and move the instrument power switch to No. 2 INVERTER for flight with all instruments, but no radio equipment, or

- b. Turn D.C. POWER switch OFF for flight without electrically powered instruments and radio, or
- c. Turn D.C. POWER switch to BAT ONLY if all instruments and radio are essential to flight.
2. Should the generator fail and service change is incorporated, ensure that the forward cockpit D.C. POWER switch is in the BAT and GEN position and that the instrument power switch is in the No 1 INVERTER position; then complete steps b and c above.

SMOKE ELIMINATION  
GENERATOR FAILURE

HYDRAULIC SYSTEM FAILURE

PROP FAIL, EMER GEAR RETRACT,  
ABORT TAKEOFF

AIR START - FORCED LANDING

BAIL OUT AND DITCHING PROCEDURES

## HYDRAULIC SYSTEM FAILURE

1. Hydraulic system emergency operation
  - a. Press canopy handle button to close hydraulic system bypass valve
  - b. Use hydraulic hand pump in an attempt to pressurize system
  - c. NOTE: Hydraulic hand pump will not pressurize system if failure is due to other than engine-driven hydraulic pump
2. To lower landing gear
  - a. Landing gear malfunction: Call tower for assistance
  - b. Slow to 115 knots
  - c. Canopy control handle to FORWARD (MANUAL)
  - d. Depress and hold canopy button until
    - (1) Hydraulic system pressure drops to 150/200 PSI
    - (2) Gear handle is placed in full DOWN position

- e. Obtain visual gear check by placing exterior light switch to STEADY position. Have other aircraft check lights
3. To lower flaps
  - a. Flap handle to desired position
  - b. Use hydraulic hand pump
  - c. NOTE: Flaps cannot be lowered with complete hydraulic failure
4. To open canopy
  - a. Canopy handle to EMERGENCY OPEN, or
  - b. Canopy handle to MANUAL and pull canopy open

HYDRAULIC SYSTEM FAILURE

PROP FAIL, EMER GEAR RETRACT,  
ABORT TAKEOFF

AIR START - FORCED LANDING

BAIL OUT AND DITCHING PROCEDURES

PROPELLER FAILURE PROCEDURE

1. If propeller goes into low pitch (high RPM)
  - a. Retard throttle
  - b. Start climb to put load on propeller
  - c. Manipulate propeller control in an attempt to restore governing
  - d. Land as soon as practicable if 2700 RPM exceeded, or governor will not function properly
2. If propeller goes into high pitch (low RPM)
  - a. Shift to low blower
  - b. Adjust throttle to lowest manifold pressure which will sustain flight
  - c. Mixture-RICH
  - d. Land as soon as practicable
3. If propeller linkage fails, propeller governor controls RPM between 2000 and 2200 RPM

### EMERGENCY GEAR RETRACTION

1. Pull up hard on gear lever. (Requires a 50-pound pull.)

### ABORTED TAKEOFF PROCEDURES

1. Throttle-CLOSED
2. MAXIMUM BRAKING
3. Mixture-IDLE CUT-OFF
4. Canopy-EMERGENCY OPEN
5. Battery-OFF
6. Gear-UP (If anticipating going off the runway in excess of 15-20 knots in unprepared terrain.)
7. Seat-LOWER (Time permitting)

PROP FAIL, EMER GEAR RETRACT,  
ABORT TAKEOFF

AIR START - FORCED LANDING

BAIL OUT AND DITCHING PROCEDURES

**NORMAL PROCEDURES**

## AIR START PROCEDURE

1. Throttle-OPEN about 3/4 inch
2. Mixture-RICH
3. Propeller-FULL FORWARD
4. D.C. POWER switch-BAT ONLY
5. Check the following:
  - a. Fuel-ON
  - b. Fuel Pressure-19 to 25 PSI
  - c. Booster pump circuit breaker-IN
  - d. Ignition switch-BOTH
6. If no start and altitude permits, move mixture to IDLE CUT-OFF and throttle to FULL OPEN for 5 seconds, allowing engine to clear
7. Readjust throttle OPEN 3/4 inch and mixture-RICH
8. If no start, prime for 1 to 2 seconds
9. If engine starts with prime, hold primer down and adjust throttle for smooth engine operation
10. Maintain sufficient altitude to arrive at High Key

## FORCED LANDING PROCEDURE

1. Make transition to 130-knot IAS glide
2. Check the following:
  - a. Wheels-UP
  - b. Flaps-UP
  - c. Speed Brakes-UP
  - d. Cowl Flaps-CLOSED
3. Pick field
4. Mixture-RICH
5. Propeller-FORWARD (Propeller-BACK to increase glide range)
6. Throttle-CRACKED
7. Systematic cockpit check and attempt air start
8. MAYDAY report
9. High Key at 2500 feet; transition to 110 knots IAS clean
10. Prior to landing, ensure that
  - a. Shoulder harness-TIGHT and LOCKED, seat belt and chin strap-TIGHT
  - b. Wheels-DOWN FOR PREPARED SURFACES ONLY (Maintain 110 knots IAS)
  - c. Flaps-DOWN when desired. If engine is frozen, pump flaps down if time permits. (Maintain 100 knots IAS with flaps)
  - d. Battery-OFF, Gas-OFF, Mixture-IDLE CUT-OFF, prior to impact on unprepared surfaces
  - e. Blow canopy open

## AIR START - FORCED LANDING

## BAIL OUT AND DITCHING PROCEDURES

## NORMAL PROCEDURES

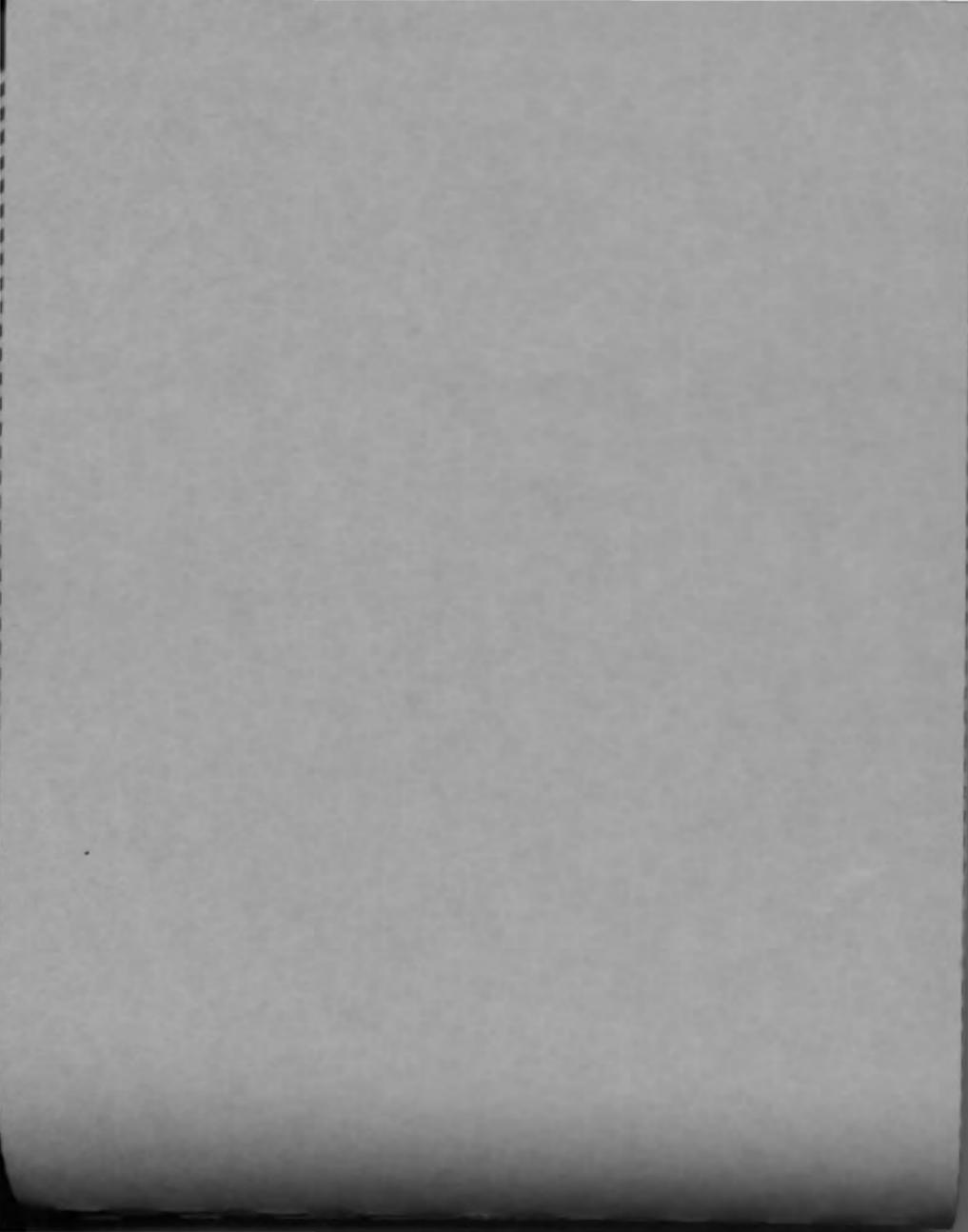
## BAILOUT PROCEDURES

1. First pilot warn second pilot that bailout is necessary
2. Reduce speed
3. Canopy-EMERGENCY OPEN
4. Trim for level flight and head toward an uninhabited area
5. Seat-FULL UP
6. Radio and oxygen equipment-DISCONNECT
7. Fuel-OFF (Time permitting)
8. Ignition-OFF (Time permitting)
9. Battery-OFF (Time permitting)
10. Safety belt and shoulder harness-RELEASE
11. Rear seat pilot dive forcibly toward trailing edge of wing
12. Front seat pilot roll onto wing and slide or dive off trailing edge
13. WARNING: If in a spin, exit toward the outside of spin

## DITCHING PROCEDURES

1. MAYDAY report
2. See that no personal equipment will foul when leaving aircraft
3. Radio and oxygen equipment-DISCONNECT
4. When firmly committed to ditch, unbuckle parachute, but make certain that life raft is fastened to you
5. Tighten safety belt, lock shoulder harness
6. Landing gear-UP

7. Canopy-EMERGENCY OPEN
8. Battery-OFF
9. Flaps-DOWN
10. Make normal approach with power, if possible, and flare out to normal landing attitude. Approach stall attitude at a speed at which full control of aircraft can be maintained. Plan landing direction as follows:
  - a. Moderate sea-PARALLEL TO SWELLS
  - b. Heavy sea (25-knot wind or more)-INTO SEA, attempting to touch down on UPWIND SIDE OF SWELL



## **SECTION II**

# **NORMAL PROCEDURES**

## EXTERIOR INSPECTION

Starting at front cockpit, make the following checks:

1. COCKPIT
  - a. Yellow sheet
  - b. For T-28B only
    - (1) Ignition switches-OFF
    - (2) D. C. POWER switches-OFF
  - c. For T-28C only
    - (1) Ignition switches-OFF
    - (2) Front cockpit D. C. POWER switch-OFF
    - (3) Rear cockpit power switch-  
NORMAL ON
  - d. Trim tab controls-NEUTRAL
  - e. Engine oil tank and hydraulic fluid-QUANTITY
  - f. If flying solo, secure rear seat safety belt, shoulder harness, and oxygen equipment, and check all switches OFF, except airplanes with Service Change No. 36
2. LEFT WING
  - a. Visually check fuel quantity
  - b. Aileron trim tab-in neutral position
  - c. Position light-for condition
3. LEFT LANDING GEAR
  - a. Main wheels-CHOCKED
  - b. Ground safety pin-REMOVED
  - c. Gear strut-EXTENDED approximately 3 inches
  - d. Tire-CHECK for proper inflation, cuts, blisters, and slippage
  - e. Check for hydraulic leaks
  - f. Check heater air intake and exhaust for obstructions

**4. POWER PLANT SECTION**

- a. Cowling and cowling latch handles - SECURE
- b. Carburetor and oil cooler air scoops - for obstructions
- c. Check propellor for cracks, nicks, and oil leaks
- d. Nose wheel gear strut - EXTENDED approximately 2 inches
- e. Nose wheel ground safety pin - REMOVED
- f. Check tire for proper inflation, cuts, blisters, and slippage
- g. NOTE: During this preflight check, inspect all skin for wrinkles, dents, and loose rivets
- h. Check for hydraulic leaks
- i. Nose wheel position should be in future taxi direction

(over)

17

**EXTERIOR INSPECTION****INTERIOR INSPECTION (ALL FLIGHTS)**

INTER INSPEC (NIGHT FLTS), START, BEFORE TAXI  
BEFORE TAXI (CONT), ENGINE RUN-UP, SHUT-DOWN

**PERFORMANCE DATA**

27

5. RIGHT LANDING GEAR
  - a. Gear strut - EXTENDED approximately 3 inches
  - b. Ground safety pin - REMOVED
  - c. Check tires for proper inflation, cuts, blisters, and slippage
  - d. Check for hydraulic leaks
6. RIGHT WING
  - a. Pitot cover should be removed and pressure opening in pitot head clear
  - b. Position light - for condition
  - c. Fuel - QUANTITY
7. FUSELAGE RIGHT SIDE
  - a. Static port should be clean
  - b. Fuselage lights - for condition
8. EMPENNAGE
  - a. Rudder trim tab - NEUTRAL
  - b. Elevator trim tab - NEUTRAL
  - c. Position lights - for condition
  - d. Arresting hook - UP AND LOCKED (T-28C)

**9. FUSELAGE LEFT SIDE**

- a. Ensure that static port is clean
- b. Ensure that battery is installed and connected
- c. Baggage storage - check for security of lashings if baggage or loose gear is being carried
- d. Canopy - check emergency air pressure gage
- e. Baggage compartment - ensure that light is off and baggage compartment is locked closed

19

**EXTERIOR INSPECTION (CONT)****INTERIOR INSPECTION (ALL FLIGHTS)****INTER INSPEC (NIGHT FLTS), START, BEFORE TAXI****BEFORE TAXI (CONT), ENGINE RUN-UP, SHUT-DOWN****PERFORMANCE DATA**

**INTERIOR INSPECTION (ALL FLIGHTS)**

Make the following checks before starting the engine:

NOTE: On solo flights, ensure that the dc power control switch in the aft cockpit (Airplanes 140584 and subsequent, and airplanes complying with Service Change No. 36), is positioned to **NORMAL ON**, ensuring that ac and dc power will be available for operation of the electrical equipment when the forward cockpit DC POWER switch is positioned to BAT & GEN or BAT ONLY

1. Rudder pedals and seat - **ADJUSTED**
2. Controls - **UNLOCKED**
3. Cockpit air control - **OPEN**
4. Fuel shutoff - **ON**
5. Trim tabs - **SET (0, 0, 5 right)**
6. Supercharger - **LOW**
7. Mixture - **IDLE CUT-OFF**
8. Propeller - **FULL INCREASE RPM**
9. Throttle - **CRACKED (3/4 inch)**
10. Speed Brake - **OFF**

11. Carburetor air - DIRECT
12. Cowl and oil cooler flaps - OPEN
13. Cockpit heater - OFF
14. Landing gear handle - DOWN
15. Landing lights - OFF
16. Canopy defrost - ON
17. Accelerometer - PLUS 6, MINUS 2  
(maximum in front cockpit only)
18. Oxygen system - MINIMUM 1000 PSI, 100%
19. Ignition switch - OFF
20. D. C. POWER switch - OFF
21. Pitot heater - OFF
22. Inverter switch - NO. 1
23. Control shift - ENERGIZED
24. Navigation and cockpit lights - AS DESIRED
25. Circuit breakers - CHECKED (inverter  
circuit breakers out; landing light circuit  
breakers out for day flights)
26. Radios - OFF
27. Position D. C. POWER switch ON and  
conduct the following tests:  
a. Landing gear indication - DOWN  
b. Sump plug warning light - PRESS to test  
(over)

21

#### INTERIOR INSPECTION (ALL FLIGHTS)

INTER INSPEC (NIGHT FLTS), START, BEFORE TAXI  
BEFORE TAXI (CONT), ENGINE RUN-UP, SHUT-DOWN

#### PERFORMANCE DATA

- c. Fuel pressure - Minimum 13 PSI
- d. Battery voltage - Minimum 22 volts
- 28. Position D. C. POWER switch - OFF
- 29. Ensure that gear pins have been removed
- 30. Check field barometric pressure

#### INTERIOR INSPECTION (NIGHT FLIGHTS)

If night flying is anticipated, the following additional checks should be made:

1. With aid of outside observer, test operation of position, fuselage, anti-collision, approach (if applicable), landing and taxi, and exterior geardown lights. Check operation of fuselage signal light manual key or button
2. Check operation of instrument panel, console and extension lights
3. Be sure you have a flashlight

**START**

1. D. C. POWER switch - ON (No APU)
2. Starter - DEPRESS
3. 8 Blades - IGNITION ON
4. Primer - DEPRESS
5. Starter - RELEASE
6. Throttle - ADJUST to 1000 to 1200 RPM
7. Mixture - ADVANCE SLOWLY
8. Primer - RELEASE AS ENGINE STARTS TO RICH OUT; continue mixture to RICH position
9. Oil pressure - CHECKED
10. Inverter circuit breakers - IN

**BEFORE TAXI**

1. Radio equipment - AS DESIRED
2. Wing flaps - UP
3. Hydraulic Pressure - 1250 to 1650 PSI
4. Altimeter - SET FIELD ELEVATION
5. Clock - SET
6. Engine instruments - CHECKED
7. Fuel quantity - TOTAL/EACH WING
8. Attitude gyro - ERECTED
9. Gyro compass - SLAVED AND ALIGNED  
(over)

23

**INTER INSPEC (NIGHT FLTS), START, BEFORE TAXI****BEFORE TAXI (CONT), ENGINE RUN-UP, SHUT-DOWN**

10. No. 2 inverter - CHECKED
11. Engine Fuel pump - CHECKED/1200 RPM  
(21 - 25 PSI)
12. Ignition ground (Idle) - CHECKED

#### ENGINE RUN-UP

1. Propeller check - 1600 RPM
2. Loadmeter and voltmeter - CHECKED
3. Supercharger - CHECKED
4. Power check
  - a. T-28B-2250 (plus or minus 50)
  - b. T-28C-2150 (plus or minus 50)
5. Magneto check - MAX. DROP 75 RPM  
(T-28C checked at 2300 RPM)
6. Oil pressure check - 1800 RPM
7. Idle RPM - CHECKED

## SHUT-DOWN

1. Cowl flaps - OPEN
2. Ignition ground (Idle) - CHECKED
3. Idle Mixture - CHECKED
4. Scavenge engine at 1200 RPM for 60 seconds.  
Allow cylinder-head temperatures to stabilize  
before pulling mixture to idle cut-off and  
throttle to closed position. After the prop  
stops rotating, continue to step 5.
5. Fuel - OFF
6. Battery - OFF
7. Ignition - OFF
8. Radios - OFF
9. All switches - OFF
10. Oxygen hose - STOWED
11. Controls - LOCKED
12. Gear pins - IN

25

BEFORE TAXI (CONT), ENGINE RUN-UP, SHUT-DOWN



## **SECTION III**

# **PERFORMANCE DATA**

**PERFORMANCE DATA**

Summary of T-28B/C Operating Limits and Restrictions

AIRSPEED

1. Sea-level max. -342 knots (max. 1.0 G)
2. Gear and flaps max. -140 knots
3. Landing lights extended-120 knots
4. In severe turbulence-125 to 185 knots

ACCELERATION

1. Plus 6 G to minus 2 G (in smooth air and less than 8050 lbs. gross weight)
2. Rolling pull-outs-2/3 of max. permissible for normal
3. Moderate turbulence-plus 4 G

MANIFOLD PRESSURE

1. Continuous-18 in. to 46 in. Hg
2. Normal take-off-48 in. Hg
3. Max. S. L. take-off-52.5 in. Hg

TACHOMETER (RPM)

1. Continuous in flight- 1400 to 2500
2. Max. continuous-2500
3. Max. low blower (30 min. limit)-2700
4. Max. high blower (30 min. limit)-2600
5. Idle-750 (approx.)
6. Warm-up-1200 to 1600

FUEL PRESSURE

Continuous operation-21 to 25 PSI

HYDRAULIC PRESSURE

1. Normal (system depressurized)-0 to 100
2. Normal (system pressurized)-1250 to 1650
3. Maximum-1650

**OIL PRESSURE (PSI)**

1. Minimum for flight-65
2. Continuous operation-65 to 75
3. Maximum-90
4. 20 secs. after start-40
5. 10 secs. after start-above 0

**OIL TEMPERATURE (°C), MIL-L-22851 (DISPERSANT)**

1. Minimum for flight-40
2. Continuous operation-75 to 90
3. Maximum-95

**CYLINDER-HEAD TEMPERATURE (°C)**

1. Continuous (desired)-150 to 230
2. Maximum continuous-245
3. Take-off-150 to 260

**CARBURETOR AIR TEMPERATURE (°C)**

1. Continuous (low blower)-Plus 85 to Plus 38
2. Maximum (low blower)-Plus 38
3. Maximum (high blower)-Plus 15
4. Danger of icing-Minus 10 to Plus 5

**CANOPY AIR EMERGENCY PRESSURE (PSI)**

1. Minimum-1300
2. Normal-1600 to 1800
3. Maximum-1980

**BLOWER SHIFT (AIRBORNE-"LOW TO HIGH")**

1. Man. press. maximum-20 in. Hg
2. RPM maximum-1600 RPM
3. Minimum of 5 minutes between shifts from LOW to HIGH blower

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**MANEUVERS PERMITTED**

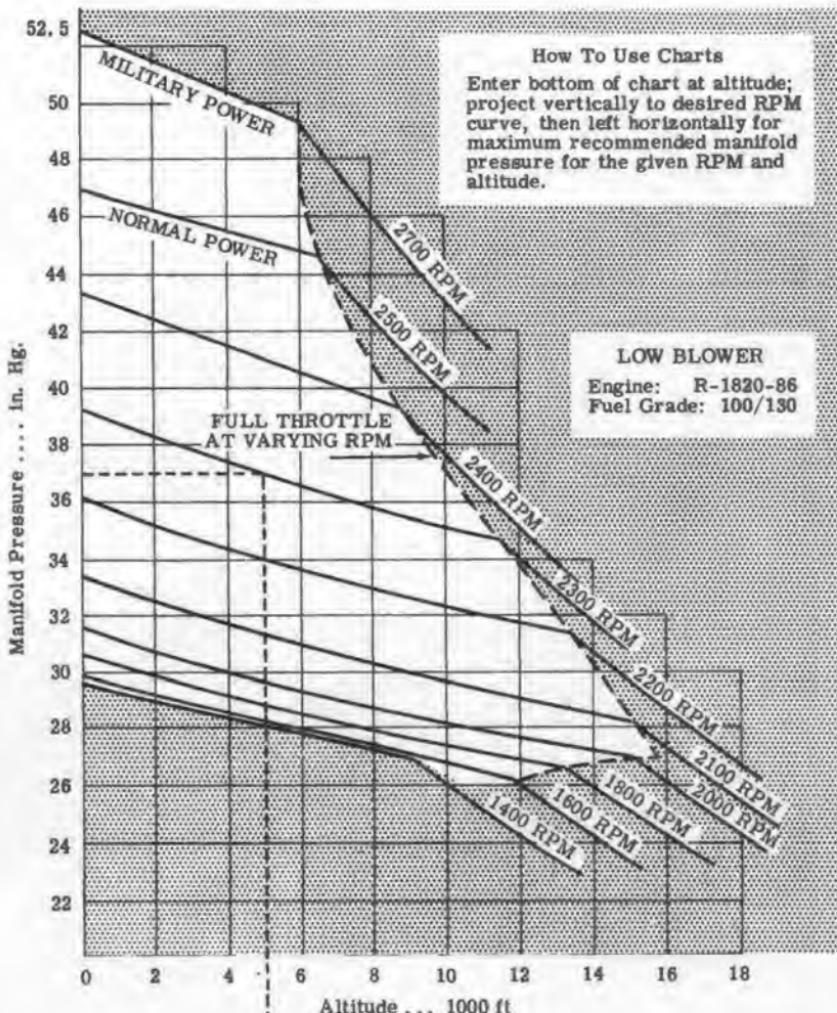
1. Inverted flight—maximum 10 seconds
2. Loop, Immelman turn, aileron roll, wingover, and chandelle
3. Normal spins (with no external stores, gear and flaps UP, idle M. P.)
4. Lower speed brake prior to entering dive when its use is anticipated

**RESTRICTION**

1. No fast throttle bursts at 2500 RPM
2. No extended ground operation from 1900 to 2200 RPM (T-28C)

**SERVICING SPECIFICATION**

1. Fuel-115/145
2. Oil-MIL-L-22851 (DISPERSANT)  
Oil-Alternate MIL-L-6082 Grade 1100  
Oil-Emergency USAF/Grade 1100  
Cyclohexanone (In accordance with  
BUWEPS Notice 13710 and note on  
yellow sheet)
3. Hydraulic fluid-MIL-O-5606  
Hydraulic capacity-Reservoir, 2.5  
gallons (Complete system, 4.5 gallons)
4. Air Bottle-Compressed air or dry nitrogen  
gas MIL-N-6011
5. Tire Pressure-Main wheel-55 PSI  
Nose wheel-80 PSI

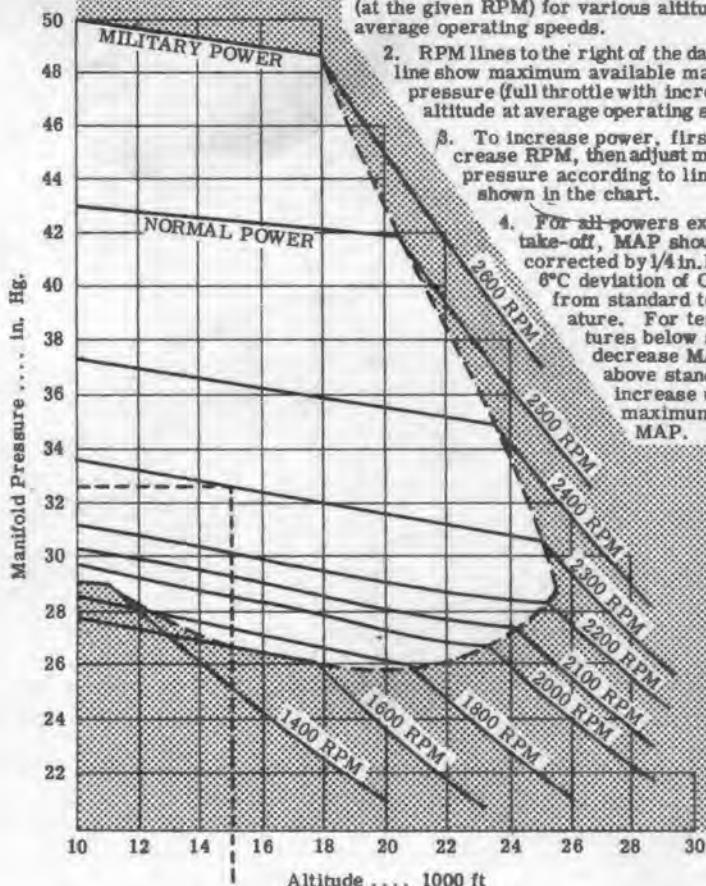


Example: During cruise at 5000 feet and 2300 RPM maximum allowable manifold pressure is 37 inches. However, at or above 11,250 feet at 2300 RPM, full throttle is permissible.

T-28B MAXIMUM RECOMMENDED MANIFOLD PRESSURES

NAVWEPS 01-60FGB-1B

HIGH BLOWER  
Engine: R-1820-86  
Fuel Grade: 100/130



Example: During cruise at 15,000 feet and 2300 RPM maximum allowable manifold pressure is 32.5 inches. However at or above 25,100 feet at 2300 rpm, full throttle is permissible

T-28C MAXIMUM RECOMMENDED MANIFOLD PRESSURES

SL	PERF.	RPM	MP	CAS/TAS	NM	LBS
5000	Climb	2500	46	135/135	.14	942
	Max. End.	1400	24	96/96	.80	120
	Max. Range	1400	27	154/154	.93	166
	Cruise	1700	30	190/190	.78	244
	Speed	2000	31	203/203	.70	290
	Climb	2500	45	127/137	.14	984
10,000	Max. End.	1400	22	96/103	.82	126
	Max. Range	1400	25	154/160	.96	174
	Cruise	1700	28	185/200	.83	241
	Speed	2000	29	199/212	.73	290
	Climb	2500	39	122/140	.17	840
	Max. End.	1500	20	96/111	.82	135
15,000	Max. Range	1500	24	154/178	.97	184
	Cruise	1700	27	181/209	.87	240
	Speed	2000	28	194/224	.77	291
	Climb	2500	FT	120/150	.24	625
	Max. End.	1600	17	96/120	.86	140
	Max. Range	1600	22	154/192	.98	196
20,000	Cruise	1700	FT	170/212	.93	228
	Speed	2000	FT	190/238	.82	290
	Climb	2500	42	118/160	.38	420
	Max. End.	1400	18	96/130	.81	160
	Max. Range	1540	FT	148/201	.98	205
	Cruise	1700	FT	164/222	.92	242
HIGH BLOWER	Speed	2000	27	182/243	.81	300
	Climb	2500	FT	114/170	.30	570
	Max. End.	1600	16	96/142	.84	170
	Max. Range	1700	FT	145/212	.99	214
	Cruise	2000	FT	171/251	.89	282
	Speed					

#### HIGH BLOWER

CLIMB	CAS/TAS	DIST/MI	LBS	TIME
5000	127/137	4	28.2	1.8
10,000	122/140	7.5	49.2	3.
15,000	120/150	12	56.0	4.
20,000	118/160	18	72.8	7.
25,000	114/170	27	70.0	10

ALL DATA BASED ON GROSS WEIGHT OF 7500 POUNDS.  
 POWER SETTINGS BASED ON REVISION NUMBER 12 -  
 T-28 FLIGHT HANDBOOK.

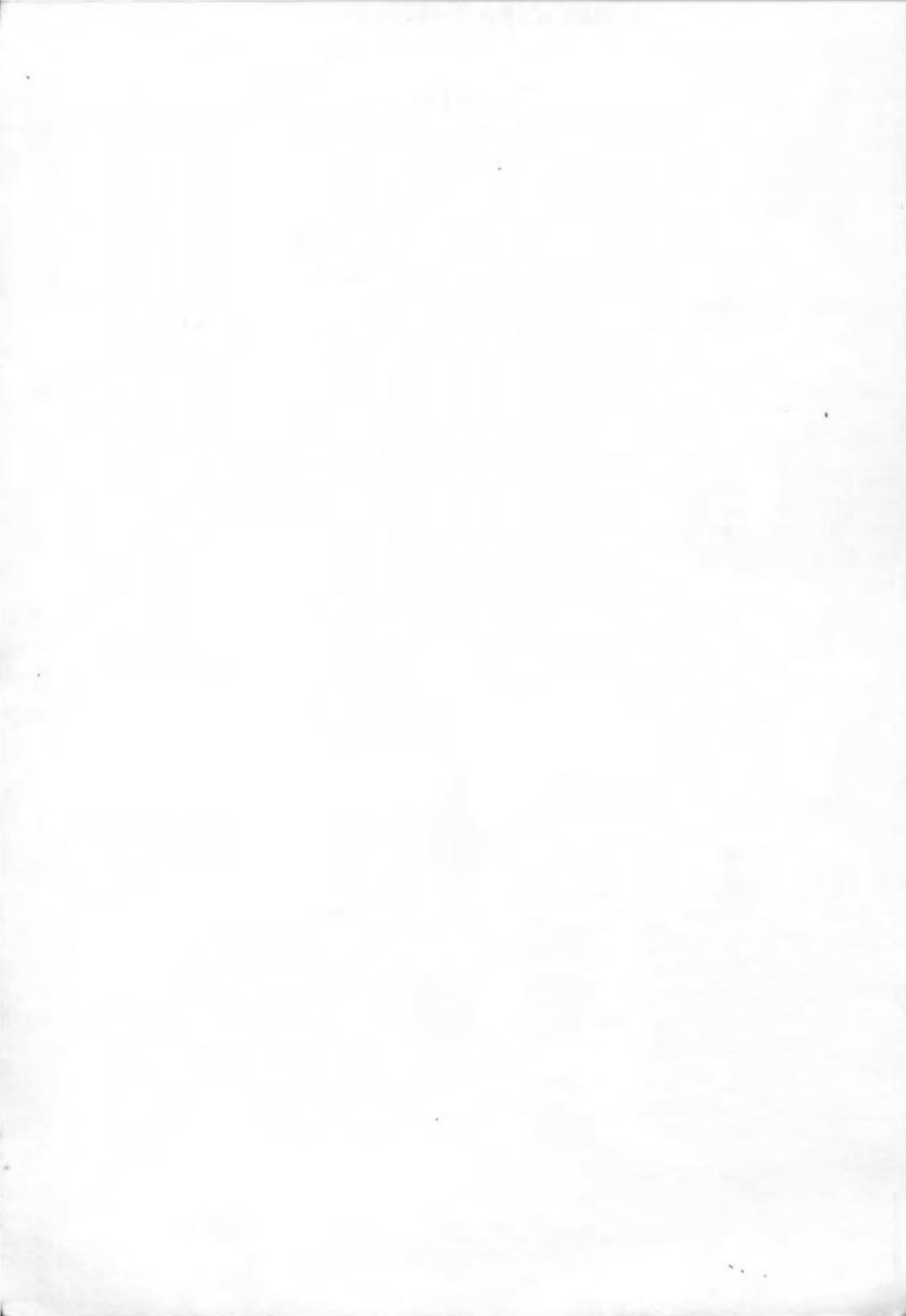
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SL	PERF.	RPM	MP	CAS/TAS	NM	LBS
					LB	HR
5000	Climb	2500	46	132/132	.13	1026
	Max. End.	1400	23	99/99	.73	135
	Max. Range	1400	28	156/156	.87	180
	Recom.	1700	30	188/188	.75	250
	Cruise	2000	31	201/201	.65	323
10,000	Climb	2500	46	124/134	.13	1026
	Max. End.	1400	21	84/95	.70	135
	Max. Range	1400	27	152/164	.89	180
	Recom.	1700	28	183/195	.78	250
	Cruise	2000	29	196/211	.68	310
15,000	Climb	2500	FT	120/138	.16	864
	Max. End.	1400	20	84/102	.72	140
	Max. Range	1500	26	153/178	.92	195
	Recom.	1700	27	180/208	.84	248
	Cruise	2000	28	192/222	.74	300
20,000	Climb	2500	FT	118/148	.27	552
	Max. End.	1400	19	99/123	.81	150
	Max Range	1500	FT	146/182	.94	195
	Recom.	1700	FT	160/203	.90	226
	Cruise	2000	27	183/228	.79	289
HIGH BLOWER	Climb	2500	42	115/150	.20	762
	Max. End.	1400	FT	84/120	.71	170
	Max. Range	1600	FT	152/206	.91	225
	Recom.	1700	FT	162/218	.87	248
	Cruise	2000	27	180/243	.76	320
25,000	Climb	2500	FT	110/162	.28	576
	Max. End.	1550	FT	84/123	.68	180
	Max. Range	1800	FT	147/217	.90	240
	Cruise	2000	FT	162/238	.86	277
	HIGH BLOWER					

CLIMB	TIME	DIST/MI	LBS	CAS/TAS
5000	1.8	3.5	26	124/134
10,000	3.5	8.0	60	120/138
15,000	5.5	13.5	72	118/148
20,000	8.0	20.0	100	115/150
25,000	11.5	28.5	146	110/162

ALL DATA ARE BASED ON A GROSS WEIGHT OF 7500 LBS. THESE DATA ARE ESTIMATED, TAKEN FROM THE FLIGHT HANDBOOK.

**NOTES**



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