

ENROUTE CLIMB.

A cruising climb at 25 inches and 2550 RPM and 110 to 120 MPH is recommended to save time and fuel for the overall trip. In addition, this type of climb provides better engine cooling, less engine wear, and more passenger comfort due to lower noise level.

Cruising climbs should be conducted at approximately 18 GPH up to 5000 feet and at 1 GPH more than the fuel flow shown on the Cessna Power Computer at higher altitudes and lower power.

If it is necessary to climb rapidly to clear mountains or reach favorable winds at high altitudes, the best rate-of-climb speed should be used with maximum continuous power. This speed is 101 MPH at sea level, decreasing 1/2 MPH for each 1000 feet above sea level. The mixture should be leaned as shown by the 2700 RPM column on the fuel flow placard located on the instrument panel.

If an obstruction ahead requires a steep climb angle, a best angle of climb speed should be used with flaps up and maximum power. This speed is 86 MPH at sea level, increasing to 88 MPH at 10,000 feet above sea level.

CRUISE.

Normal cruising is performed between 55% and 75% power. The corresponding power settings and fuel consumption for various altitudes can be determined by using your Cessna Power Computer or the Operational Data in Section VI.

NOTE

Cruising should be done at 65% to 75% power until a total of 50 hours has accumulated or oil consumption has stabilized. This is to ensure proper seating of the rings and is applicable to new engines, and engines in service following cylinder replacement or top overhaul of one or more cylinders.

The Cruise Performance table on the following page illustrates the true airspeed and miles per gallon during cruise for various altitudes and percent powers. This table should be used as a guide, along with the

CRUISE PERFORMANCE

EXTENDED RANGE MIXTURE

Standard Conditions — Zero Wind — Gross Weight-3350 Pounds

2500 FEET

RPM	MP	% BHP	TAS MPH	GAL/HOUR	"ON-OFF" FUEL SYS.		"SELECTOR VALVE" FUEL SYS.			
					62 GALLONS (NO RESERVE)		59 GALLONS (NO RESERVE)		78 GALLONS (NO RESERVE)	
					ENDR. HOURS	RANGE MILES	ENDR. HOURS	RANGE MILES	ENDR. HOURS	RANGE MILES
2550	25	79	163	16.5	3.8	610	3.6	580	4.7	770
	24	75	159	15.6	4.0	635	3.8	600	5.0	795
	23	70	156	14.7	4.2	655	4.0	625	5.3	825
	22	66	152	13.9	4.5	675	4.2	645	5.6	850
2500	25	76	161	16.0	3.9	625	3.7	595	4.9	785
	24	72	158	15.1	4.1	645	3.9	615	5.2	810
	23	68	154	14.3	4.3	665	4.1	635	5.4	840
	22	64	150	13.5	4.6	690	4.4	655	5.8	865
2400	25	71	157	14.9	4.2	650	4.0	620	5.2	820
	24	68	153	14.2	4.4	670	4.2	635	5.5	840
	23	64	150	13.4	4.6	690	4.4	655	5.8	870
	22	60	146	12.7	4.9	715	4.7	680	6.2	895
2300	25	67	153	14.1	4.4	675	4.2	640	5.6	845
	24	63	149	13.3	4.7	695	4.4	660	5.9	875
	23	60	145	12.6	4.9	715	4.7	680	6.2	900
	22	56	141	11.9	5.2	735	5.0	700	6.5	925
2200	25	62	148	13.0	4.8	705	4.5	670	6.0	885
	24	59	144	12.4	5.0	720	4.8	685	6.3	910
	23	55	140	11.7	5.3	740	5.0	705	6.6	935
	22	52	136	11.1	5.6	760	5.3	725	7.0	955
	21	49	131	10.5	5.9	775	5.6	740	7.4	975
	20	45	126	9.9	6.3	795	6.0	755	7.9	995
	19	42	120	9.2	6.7	805	6.4	765	8.5	1015
	18	38	112	8.6	7.2	805	6.9	770	9.1	1015

NOTE: For cargo pack performance, refer to Section VII

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Figure 6-4 (Sheet 1 of 5).