

N936B

	Fuel Delivered (Gallons)	Remarks	Source	Elapsed Flight Time	Hobbs Flight Time	Alti-tude	Hobbs enroute Climb (assume 700 fpm)	GPH in Climb	GPH in Cruise (normal lean of peak EGT mixture)	Total Burned in Climb + 2 minute level out & acceleration before cruise	Total Burned in Cruise	Ground Fuel Burn (Taxi for Takeoff and Landing)	Total Fuel Burn this Segment	Useable Fuel Remaining at End of Segment	Useable Fuel At Beginning of Next Segment
Presumed fuel remaining	31.8														
3/6/15 19:15 Fuel provided by KDHN	42.2	Top inboards (74 total useable)	KDHN fuel slip	Mains Full											74.0
3/7/15 10:16 Departure from KDHN to KOMN			Active log 48												
3/7/15 11:55 Arrival at KOMN			Active log 48	01:39:00	1.65	7000	0.20	35.0	17.4	8.2	24.6	0.50	33.3	40.7	
3/7/15 14:59 Fuel provided by KOMN	28.5		Fuel Stmt												69.2
3/12/15 9:30 Departure from KOMN			Active log 49												
3/12/15 10:55 Arrival FA37			Active log 50	01:25:00	1.42	4000	0.10	35.0	17.4	4.5	22.4	0.50	27.4	41.8	
3/12/15 11:38 Departure from FA37 to LAL			Active log 51												41.8
3/12/15 12:34 Arrival KLAL			Active log 51	00:56:00	0.93	5000	0.12	35.0	17.4	5.3	13.6	0.50	19.4	22.4	
3/12/15 12:34 Fuel ordered			LAL fuel order slip												
3/12/15 13:25 Fuel invoice generated	30.0	15 each main	LAL fuel invoice												52.4
3/12/15 16:50 Departure from LAL to FA37			Active log 52												
3/12/15 17:40 Arrival FA37				00:50:00	0.83	5000	0.12	35.0	17.4	5.3	11.8	0.50	17.7	34.8	34.8
3/23/15 14:24 Departure FA37			Active log 56												
3/23/15 15:44 Last Position				01:20:00	1.33	6000	0.14	35.0	17.4	6.2	20.1	0.50	26.8	Useable 8.0	
Total fuel available for 5 flights	132.5				total Flight Hrs 6.17								total burn 124.5		
							* Assumed ROC 700								