

Power Setting Table -- T.C.M. 360 F Series

PRESS ALT FEET	STD ALT TEMP C	55% POWER							65% POWER					75% POWER				
		RPM 2000	2100	2200	2300	2400	2500	2575	2200	2300	2400	2500	2575	2200	2300	2400	2500	2575
MANIFOLD PRESSURE -- INCHES MERCURY																		
S.L.	15	33.2*	31.5	29	27.7	26.8	26	25	32.8	31.1	30	29.2	28.2	34.8	33.8	32.8	31.5	
2000	11	33.2*	31.5	29	27.7	26.8	26	25	32.8	31.1	30	29.2	28.2	34.8	33.8	32.8	31.5	
4000	7	33.2*	31.5	29	27.7	26.8	26	25	32.8	31.1	30	29.2	28.2	34.8	33.8	32.8	31.5	
6000	3	33.2*	31.5	29	27.7	26.8	26	25	32.8	31.1	30	29.2	28.2	34.8	33.8	32.8	31.5	
8000	-1	33.2*	31.5	29	27.7	26.8	26	25	32.8	31.1	30	29.2	28.2	34.8	33.8	32.8	31.5	
10000	-5	33.2*	31.5	29	27.7	26.8	26	25	32.8	31.1	30	29.2	28.2	34.8	33.8	32.8	31.5	
12000	-9	33.2*	31.5	29	27.7	26.8	26	25	32.8	31.1	30	29.2	28.2	34.8	33.8	32.8	31.5	
14000	-13		31.5	29	27.7	26.8	26	25	32.8	31.1	30	29.2	28.2	34.8	33.8	32.8	31.5	
16000	-17		31.5	29	27.7	26.8	26	25	32.8	31.1	30	29.2	28.2	34.8	33.8	32.8	31.5	
18000	-21		31.5	29	27.7	26.8	26	25	32.8	31.1	30	29.2	28.2	34.8	33.8	32.8	31.5	
20000	-25		31.5	29	27.7	26.8	26	25	32.8	31.1	30	29.2	28.2	34.8	33.8	32.8	31.5	

* 32 in Hg is MAX for 2 blade propellers, see operating restrictions (Ref. 53% power)

To maintain constant power, add approximately 1% for each 6 deg C above standard, subtract approximately 1% for each 6 deg C below standard.

APPROXIMATE FUEL FLOW

	BEST ECONOMY	BEST POWER
55% Power	9.2 GPH	11.0 GPH
65% Power	10.8 GPH	12.7 GPH
75% Power	12.0 GPH	14.0 GPH

NOTE: Fuel flow will vary with altitude; therefore, cruise fuel control must be accomplished by adjusting EGT (peak EGT for best economy and peak EGT plus 100 deg F rich for best power) rather than leaning to an indicated fuel flow.

NOT GUARANTEED PERFORMANCE DATA

Shaded areas indicate broader operating range
observed during actual flight test on N84719