

CRUISING CONTROL CHART

MODEL B-24D

—NOTES—

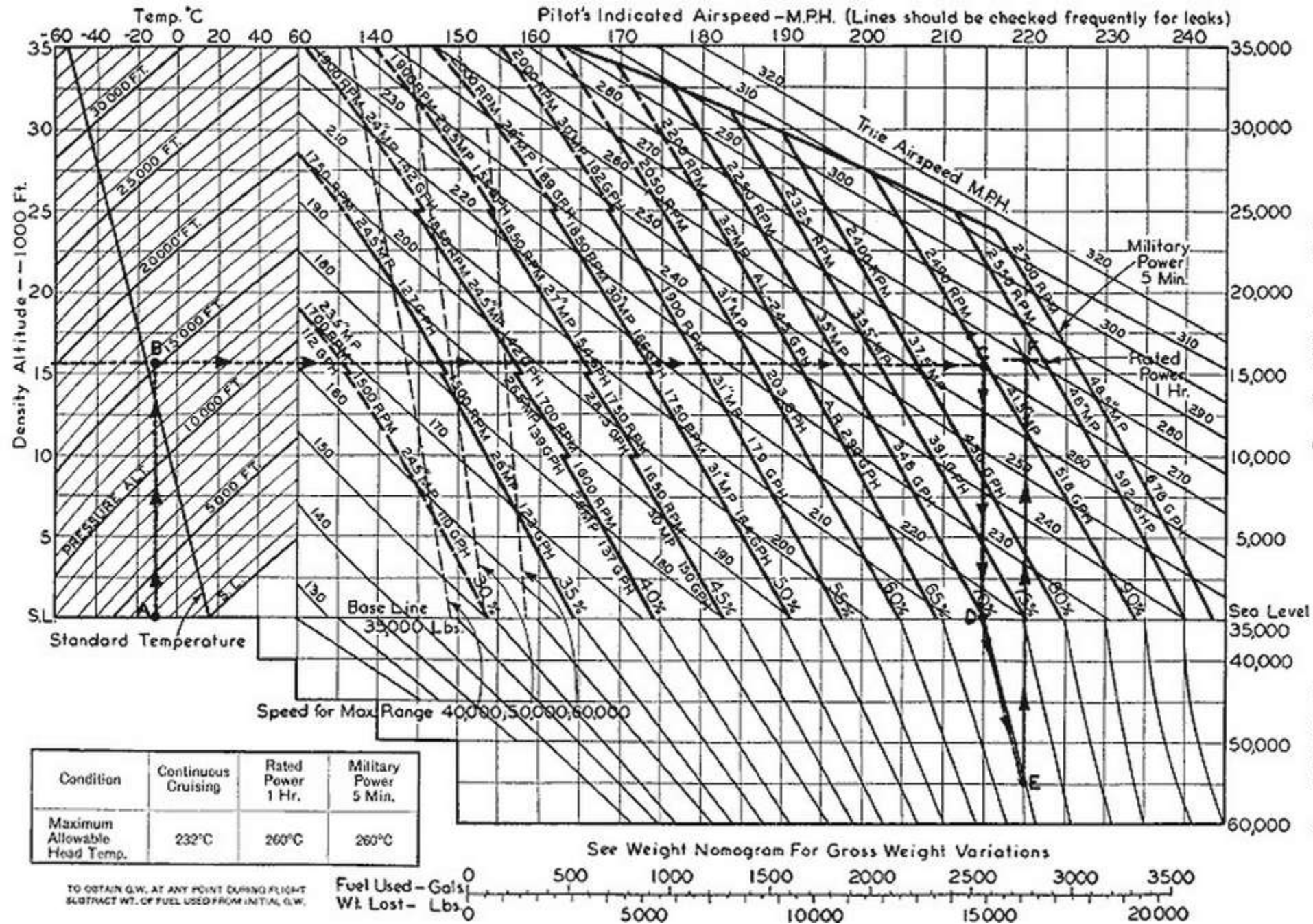
AUTO RICH FOR 65% POWER AND ABOVE—
 AUTO LEAN BELOW 65%.
 100% HP—4x1100 HP (NORMAL RATED) TAKE
 OFF—AUTO RICH, 2700/48.5'.

FOR USE IN CRUISING FLIGHT—

1. DETERMINE DENSITY ALTITUDE. SET MAN. PRESS. AND RPM TO CHARTED VALUES, AS REQUIRED TO GIVE SPEED OR RANGE DESIRED.
2. IN HOT WEATHER INDICATED AIRSPEED WILL BE LOW; IN COOL, HIGH WHEN COMPARED TO CHARTED VALUES. CHANGE MAN. PRESS. AS REQUIRED TO OBTAIN CHARTED INDICATED AIRSPEED. (THIS WILL ESTABLISH POWER EXACTLY, FUEL FLOW WILL THEREBY BE ESTABLISHED.)
3. DO NOT INCREASE MAN. PRESS. MORE THAN 2" ABOVE CHARTED VALUES WITHOUT RAISING RPM.
4. AFTER FINDING SPEED FOR BEST RANGE, USE WEIGHT CORRECTION IN DETERMINING POWER SETTING REQUIRED.
5. FOR STEADY CRUISING IT SHOULD NOT BE NECESSARY TO RE-SET POWER OFTEN. THAN EACH HOUR EVERY 3 HOURS WILL PROBABLY BE SATISFACTORY.
6. DO NOT EXCEED 30" MAN. PRESS. AND 7900 RPM FOR AUTO LEAN OR 36.5" MAN. PRESS. AND 2205 RPM FOR AUTO RICH FOR CONTINUOUS CRUISING.
7. AT AN ALTITUDE WHERE A CHANGE OF RPM IS SHOWN USE LOWER RPM.
8. WEIGHT OF FUEL TAKEN AS 5.8 LBS./GAL. (USING STANDARD TEMPERATURE CORRECTION).

CONSOLIDATED AIRCRAFT CORP.
 DOC. NO. 32-1-3
 REVISED PER LATEST CAC FL'T. TESTS
 JULY 16, 1942

RESTRICTED



Condition	Continuous Cruising	Rated Power 1 Hr.	Military Power 5 Min.
Maximum Allowable Head Temp.	232°C	260°C	260°C

See Weight Nomogram For Gross Weight Variations

TO OBTAIN G.W. AT ANY POINT DURING FLIGHT
 SUBTRACT WT. OF FUEL USED FROM INITIAL G.W.