

Figure 1. Lift Vector

©ASA

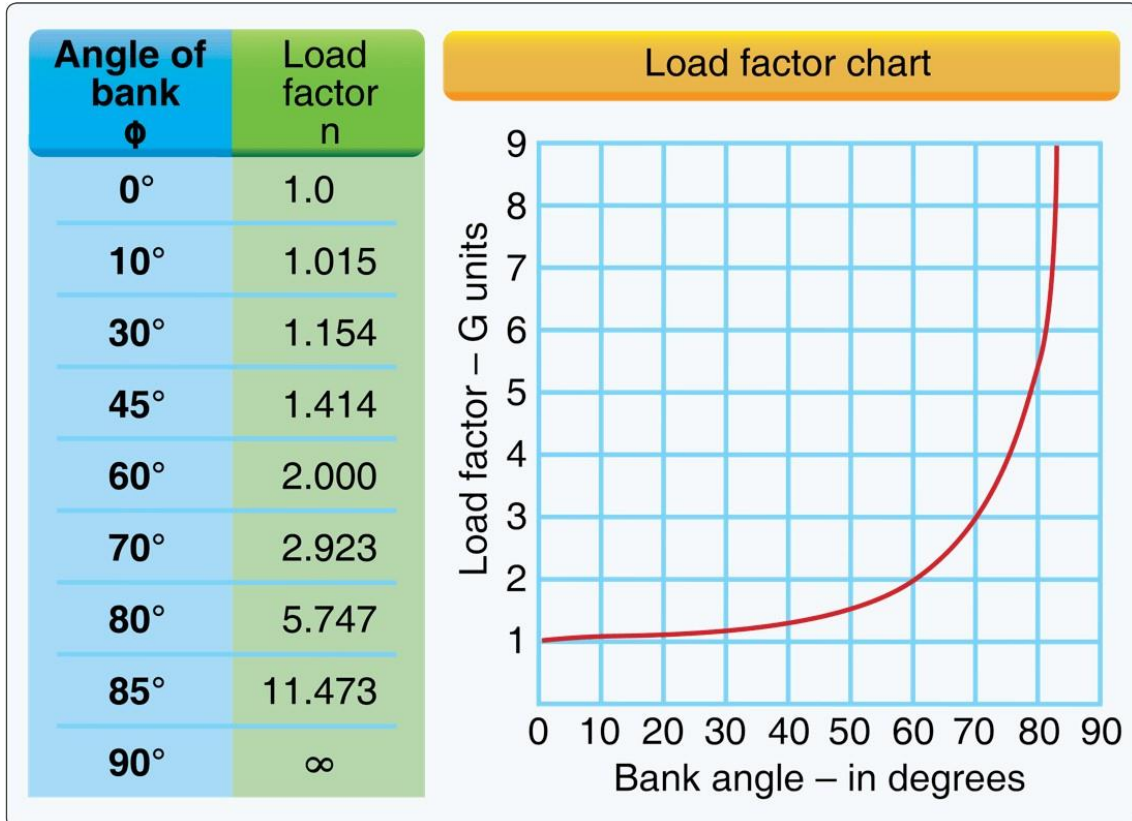


Figure 2. Load Factor Chart

©ASA



Figure 3. Altimeter

©ASA



Figure 4. Airspeed Indicator

©ASA

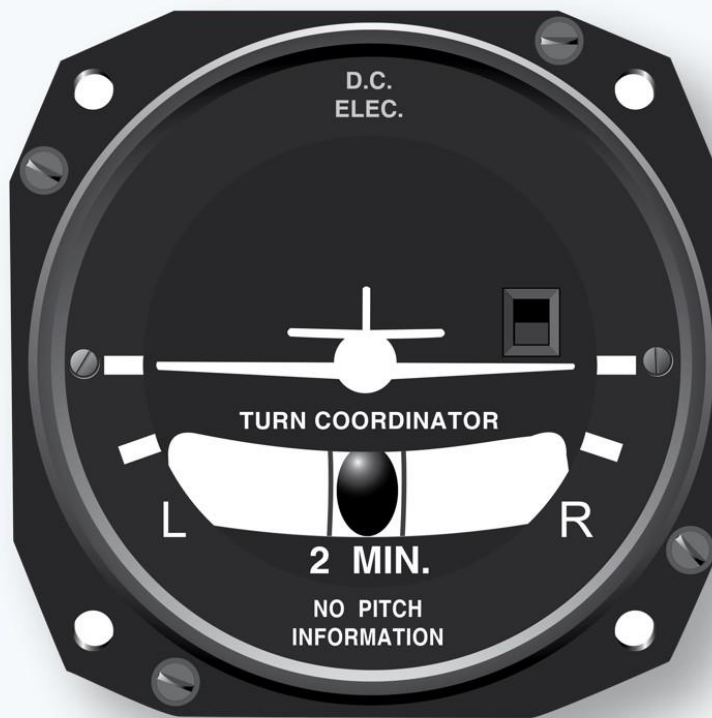


Figure 5. Turn Coordinator

©ASA



Figure 6. Heading Indicator

©ASA

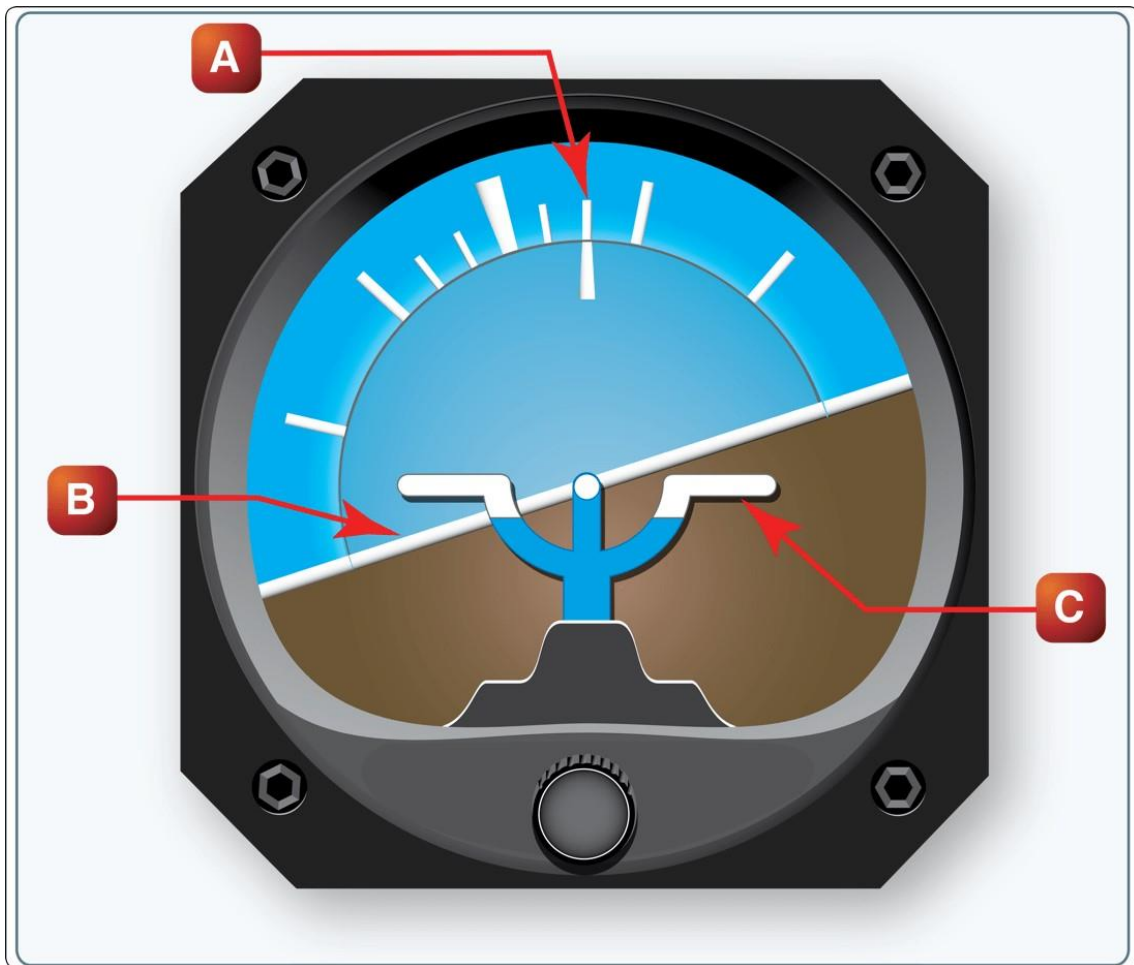


Figure 7. Attitude Indicator

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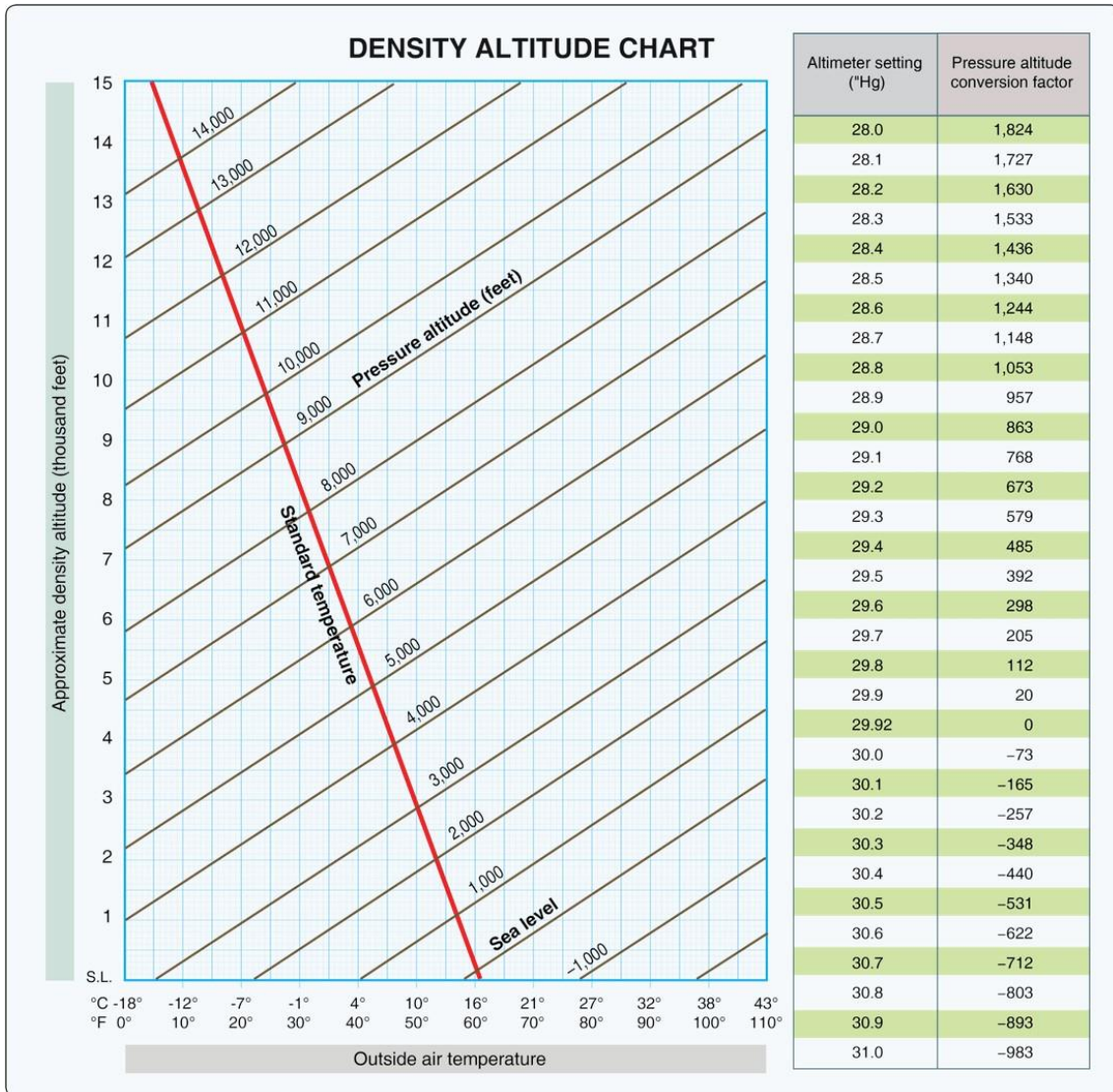


Figure 8. Density Altitude Chart

©ASA

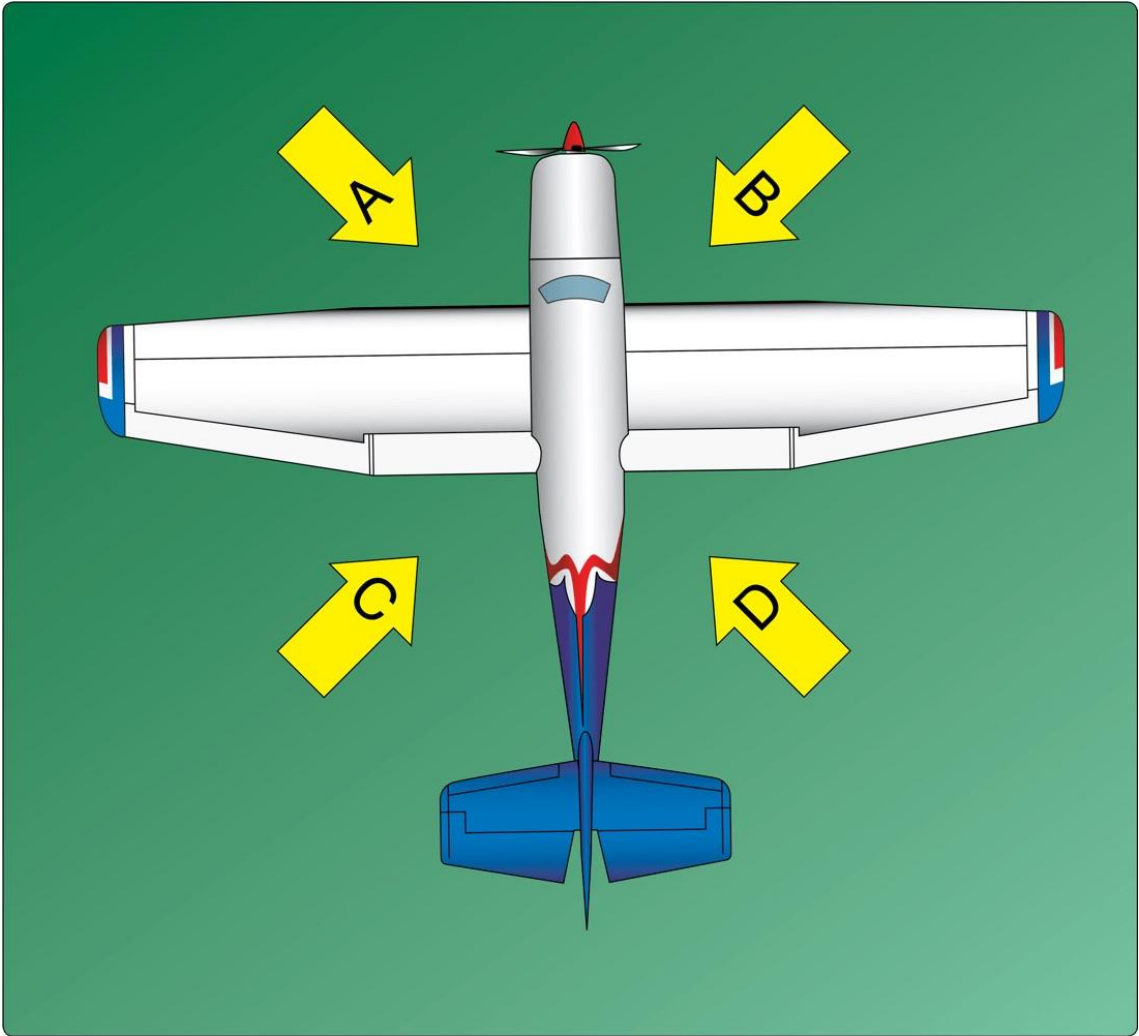


Figure 9. Control Position for Taxi

©ASA

| |
|--|
| METAR KINK 121845Z 11012G18KT 15SM SKC 25/17 A3000 |
| METAR KBOI 121854Z 13004KT 30SM SCT150 17/6 A3015 |
| METAR KLAX 121852Z 25004KT 6SM BR SCT007 SCT250 16/15 A2991 |
| SPECI KMDW 121856Z 32005KT 1 1/2SM RA OVC007 17/16 A2980 RMK RAB35 |
| SPECI KJFK 121853Z 18004KT 1/2SM FG R04/2200 OVC005 20/18 A3006 |

Figure 12. Aviation Routine Weather Reports (METAR)

©ASA

| |
|--|
| UA/OV KOKC-KTUL/TM 1800/FL120/TP BE90/SK BKN018-TOP055/OVC072-TOP089/CLR ABV/TA M7/WV 08021/TB LGT 055-072/IC LGT-MOD RIME 072-089 |
|--|

Figure 14. Pilot Weather Report

©ASA

TAF

KMEM 121720Z 1218/1324 20012KT 5SM HZ BKN030 PROB40 1220/1222 1SM TSRA OVC008CB
 FM122200 33015G20KT P6SM BKN015 OVC025 PROB40 1220/1222 3SM SHRA
 FM120200 35012KT OVC008 PROB40 1202/1205 2SM-RASN BECMG 1306/1308 02008KT BKN012
 BECMG 1310/1312 00000KT 3SM BR SKC TEMPO 1212/1214 1/2SM FG
 FM131600 VRB06KT P6SM SKC=

KOKC 051130Z 0512/0618 14008KT 5SM BR BKN030 TEMPO 0513/0516 1 1/2SM BR
 FM051600 18010KT P6SM SKC BECMG 0522/0524 20013G20KT 4SM SHRA OVC020
 PROB40 0600/0606 2SM TSRA OVC008CB BECMG 0606/0608 21015KT P6SM SCT040=

Figure 15. Terminal Aerodrome Forecasts (TAF)

©ASA

FB WBC 151745
 DATA BASED ON 151200Z
 VALID 1600Z FOR USE 1800-0300Z. TEMPS NEG ABV 24000

| FT | 3000 | 6000 | 9000 | 12000 | 18000 | 24000 | 30000 | 34000 | 39000 |
|-----|------|---------|---------|---------|---------|---------|--------|--------|--------|
| ALS | | | 2420 | 2635-08 | 2535-18 | 2444-30 | 245945 | 246755 | 246862 |
| AMA | | 2714 | 2725+00 | 2625-04 | 2531-15 | 2542-27 | 265842 | 256352 | 256762 |
| DEN | | | 2321-04 | 2532-08 | 2434-19 | 2441-31 | 235347 | 236056 | 236262 |
| HLC | | 1707-01 | 2113-03 | 2219-07 | 2330-17 | 2435-30 | 244145 | 244854 | 245561 |
| MKC | 0507 | 2006+03 | 2215-01 | 2322-06 | 2338-17 | 2348-29 | 236143 | 237252 | 238160 |
| STL | 2113 | 2325+07 | 2332+02 | 2339-04 | 2356-16 | 2373-27 | 239440 | 730649 | 731960 |

Figure 17. Winds and Temperatures Aloft Forecast

©ASA

©ASA

NOTE: Chart is not to scale and should not be used for navigation. Use associated scale.

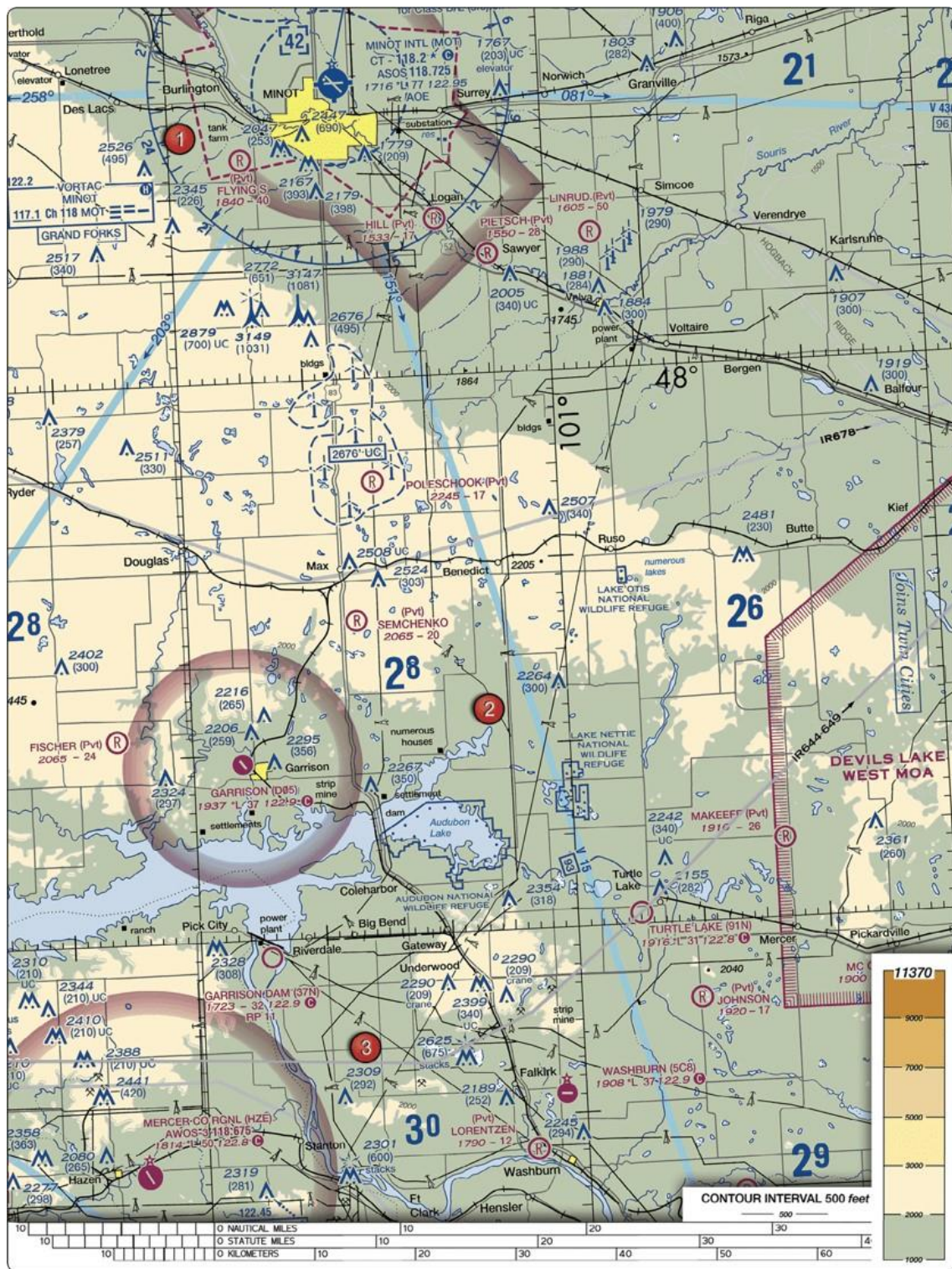
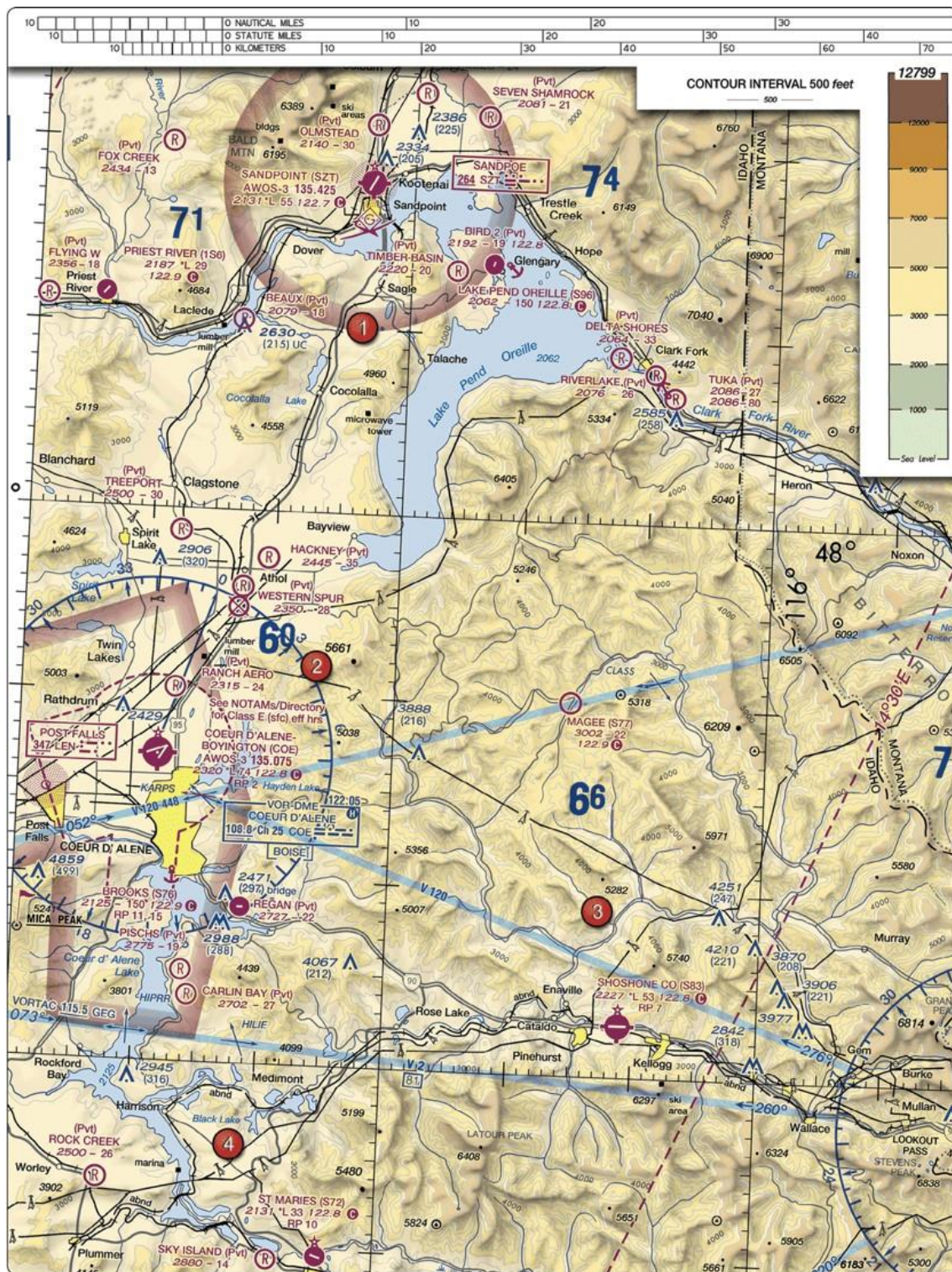


Figure 21. Sectional Chart Excerpt

©ASA

NOTE: Chart is not to scale and should not be used for navigation. Use associated scale.



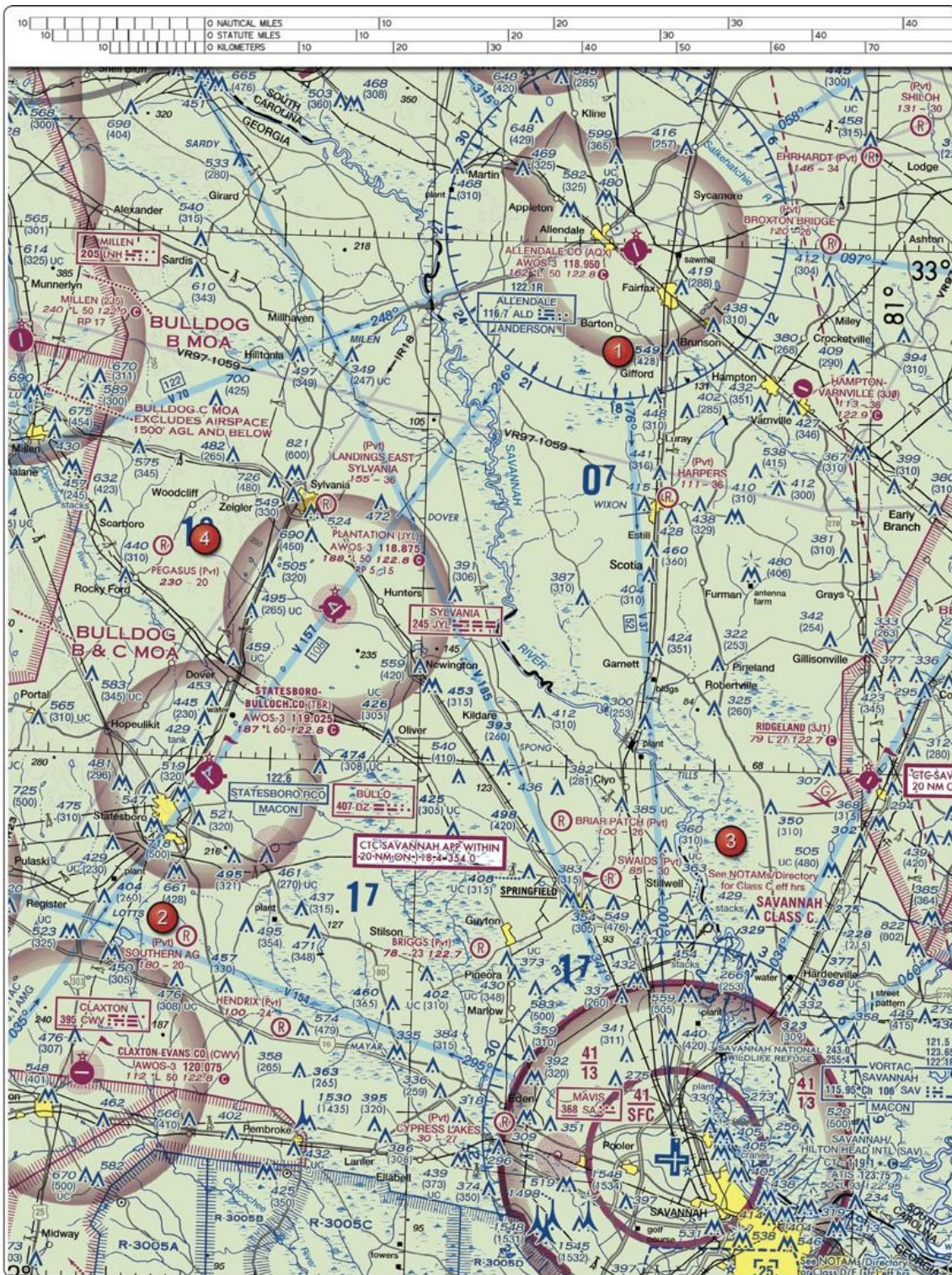


Figure 23. Sectional Chart Excerpt

©ASA

NOTE: Chart is not to scale and should not be used for navigation. Use associated scale.

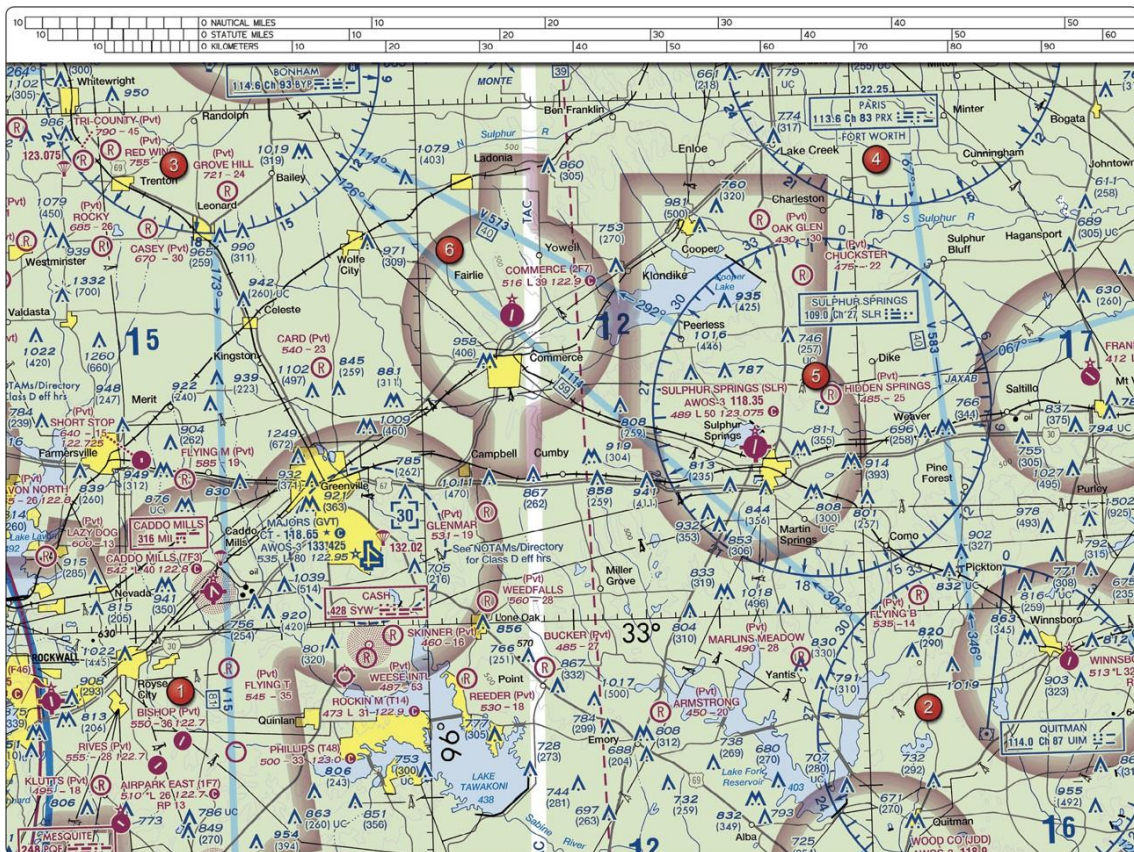


Figure 24. Sectional Chart Excerpt

NOTE: Chart is not to scale and should not be used for navigation. Use associated scale.

©ASA

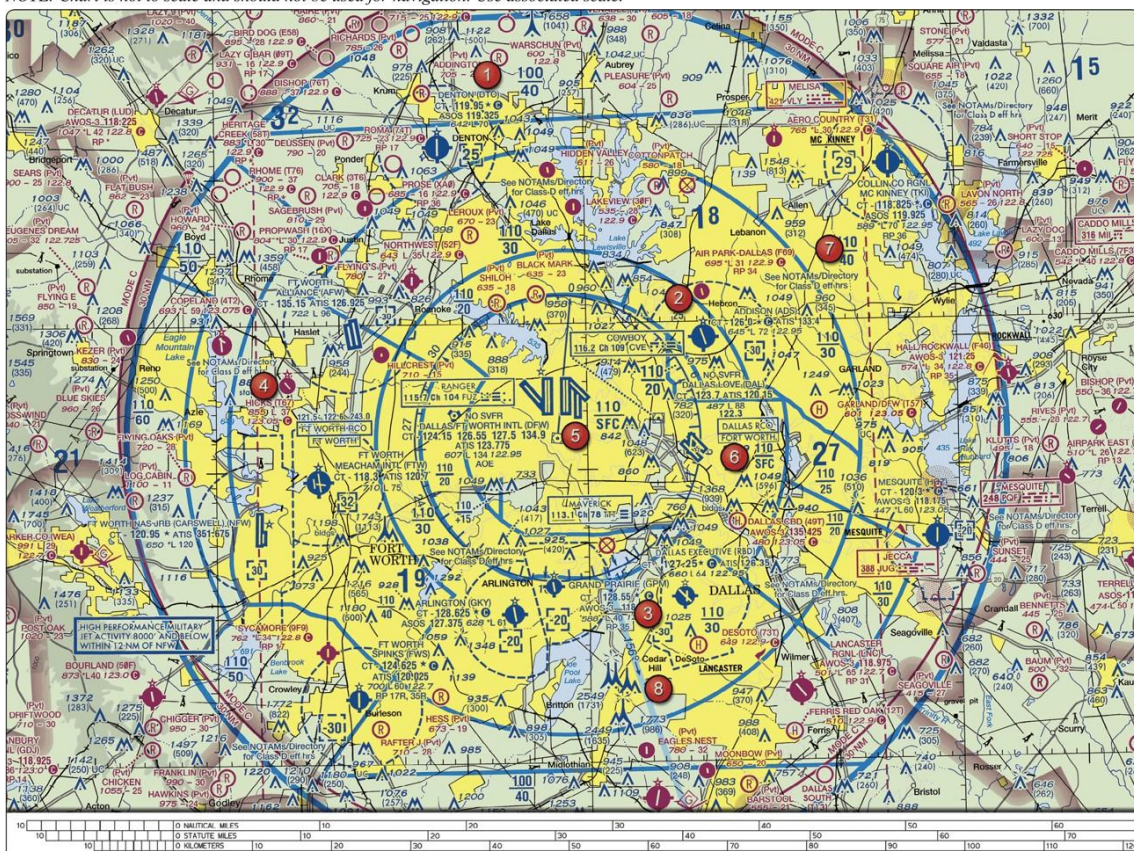


Figure 25. Sectional Chart Excerpt

NOTE: Chart is not to scale and should not be used for navigation. Use associated scale.

©ASA

©ASA

NOTE: Chart is not to scale and should not be used for navigation. Use associated scale.

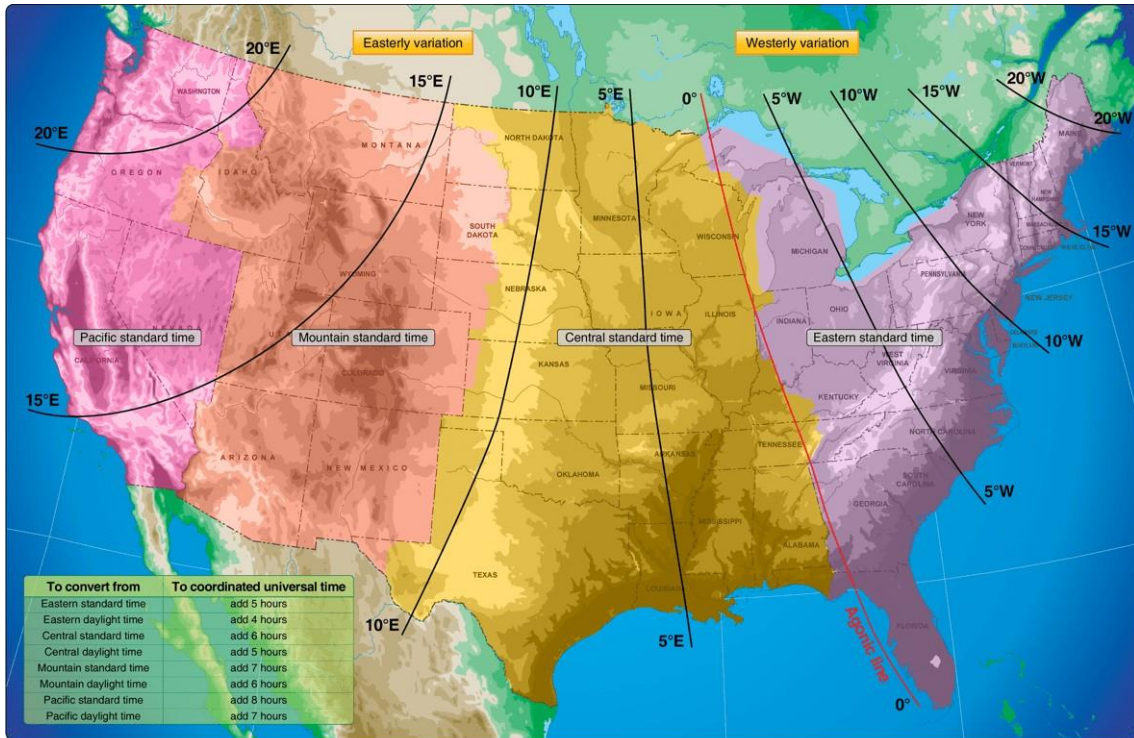


Figure 27. Time Conversion Table

©ASA



Figure 28. VOR

©ASA

Useful load weights and moments

| Baggage or 5th seat occupant | | Occupants | | | |
|------------------------------|---------------|--------------------|---------------|--------------------|---------------|
| ARM 140 | | Front seats ARM 85 | | Rear seats ARM 121 | |
| Weight | Moment 100 | Weight | Moment 100 | Weight | Moment 100 |
| 10 | 14 | 120 | 102 | 120 | 145 |
| 20 | 28 | 130 | 110 | 130 | 157 |
| 30 | 42 | 140 | 119 | 140 | 169 |
| 40 | 56 | 150 | 128 | 150 | 182 |
| 50 | 70 | 160 | 136 | 160 | 194 |
| 60 | 84 | 170 | 144 | 170 | 206 |
| 70 | 98 | 180 | 153 | 180 | 218 |
| 80 | 112 | 190 | 162 | 190 | 230 |
| 90 | 126 | 200 | 170 | 200 | 242 |
| 100 | 140 | | | | |
| 110 | 154 | | | | |
| 120 | 168 | | | | |
| 130 | 182 | | | | |
| 140 | 196 | | | | |
| 150 | 210 | | | | |
| 160 | 224 | | | | |
| 170 | 238 | | | | |
| 180 | 252 | | | | |
| 190 | 266 | | | | |
| 200 | 280 | | | | |
| 210 | 294 | | | | |
| 220 | 308 | | | | |
| 230 | 322 | | | | |
| 240 | 336 | | | | |
| 250 | 350 | | | | |
| 260 | 364 | | | | |
| 270 | 378 | | | | |

| Usable fuel | | |
|------------------------|--------|---------------|
| Main wing tanks ARM 75 | | |
| Gallons | Weight | Moment 100 |
| 5 | 30 | 22 |
| 10 | 60 | 45 |
| 15 | 90 | 68 |
| 20 | 120 | 90 |
| 25 | 150 | 112 |
| 30 | 180 | 135 |
| 35 | 210 | 158 |
| 40 | 240 | 180 |
| 44 | 264 | 198 |

| Auxiliary wing tanks ARM 94 | | |
|-----------------------------|--------|---------------|
| Gallons | Weight | Moment 100 |
| 5 | 30 | 28 |
| 10 | 60 | 56 |
| 15 | 90 | 85 |
| 19 | 114 | 107 |

Empty weight~2,015

MOM/100~1,554

Moment limits vs weight

Moment limits are based on the following weight and center of gravity limit data (landing gear down).

| *Oil | | |
|--------|--------|---------------|
| Quarts | Weight | Moment 100 |
| 10 | 19 | 5 |

*Included in basic empty weight.

| Weight condition | Forward CG limit | AFT CG limit |
|-------------------------------|------------------|--------------|
| 2,950 lb (takeoff or landing) | 82.1 | 84.7 |
| 2,525 lb | 77.5 | 85.7 |
| 2,475 lb or less | 77.0 | 85.7 |

Figure 32. Airplane Weight and Balance Tables

©ASA

| Moment limits vs weight (continued) | | | | | |
|-------------------------------------|--------------------------|--------------------------|--------|--------------------------|--------------------------|
| Weight | Minimum Moment 100 | Maximum Moment 100 | Weight | Minimum Moment 100 | Maximum Moment 100 |
| 2,100 | 1,617 | 1,800 | 2,500 | 1,932 | 2,143 |
| 2,110 | 1,625 | 1,808 | 2,510 | 1,942 | 2,151 |
| 2,120 | 1,632 | 1,817 | 2,520 | 1,953 | 2,160 |
| 2,130 | 1,640 | 1,825 | 2,530 | 1,963 | 2,168 |
| 2,140 | 1,648 | 1,834 | 2,540 | 1,974 | 2,176 |
| 2,150 | 1,656 | 1,843 | 2,550 | 1,984 | 2,184 |
| 2,160 | 1,663 | 1,851 | 2,560 | 1,995 | 2,192 |
| 2,170 | 1,671 | 1,860 | 2,570 | 2,005 | 2,200 |
| 2,180 | 1,679 | 1,868 | 2,580 | 2,016 | 2,208 |
| 2,190 | 1,686 | 1,877 | 2,590 | 2,026 | 2,216 |
| 2,200 | 1,694 | 1,885 | 2,600 | 2,037 | 2,224 |
| 2,210 | 1,702 | 1,894 | 2,610 | 2,048 | 2,232 |
| 2,220 | 1,709 | 1,903 | 2,620 | 2,058 | 2,239 |
| 2,230 | 1,717 | 1,911 | 2,630 | 2,069 | 2,247 |
| 2,240 | 1,725 | 1,920 | 2,640 | 2,080 | 2,255 |
| 2,250 | 1,733 | 1,928 | 2,650 | 2,090 | 2,263 |
| 2,260 | 1,740 | 1,937 | 2,660 | 2,101 | 2,271 |
| 2,270 | 1,748 | 1,945 | 2,670 | 2,112 | 2,279 |
| 2,280 | 1,756 | 1,954 | 2,680 | 2,123 | 2,287 |
| 2,290 | 1,763 | 1,963 | 2,690 | 2,133 | 2,295 |
| 2,300 | 1,771 | 1,971 | 2,700 | 2,144 | 2,303 |
| 2,310 | 1,779 | 1,980 | 2,710 | 2,155 | 2,311 |
| 2,320 | 1,786 | 1,988 | 2,720 | 2,166 | 2,319 |
| 2,330 | 1,794 | 1,997 | 2,730 | 2,177 | 2,326 |
| 2,340 | 1,802 | 2,005 | 2,740 | 2,188 | 2,334 |
| 2,350 | 1,810 | 2,014 | 2,750 | 2,199 | 2,342 |
| 2,360 | 1,817 | 2,023 | 2,760 | 2,210 | 2,350 |
| 2,370 | 1,825 | 2,031 | 2,770 | 2,221 | 2,358 |
| 2,380 | 1,833 | 2,040 | 2,780 | 2,232 | 2,366 |
| 2,390 | 1,840 | 2,048 | 2,790 | 2,243 | 2,374 |
| 2,400 | 1,848 | 2,057 | 2,800 | 2,254 | 2,381 |
| 2,410 | 1,856 | 2,065 | 2,810 | 2,265 | 2,389 |
| 2,420 | 1,863 | 2,074 | 2,820 | 2,276 | 2,397 |
| 2,430 | 1,871 | 2,083 | 2,830 | 2,287 | 2,405 |
| 2,440 | 1,879 | 2,091 | 2,840 | 2,298 | 2,413 |
| 2,450 | 1,887 | 2,100 | 2,850 | 2,309 | 2,421 |
| 2,460 | 1,894 | 2,108 | 2,860 | 2,320 | 2,428 |
| 2,470 | 1,902 | 2,117 | 2,870 | 2,332 | 2,436 |
| 2,480 | 1,911 | 2,125 | 2,880 | 2,343 | 2,444 |
| 2,490 | 1,921 | 2,134 | 2,890 | 2,354 | 2,452 |
| | | | 2,900 | 2,365 | 2,460 |
| | | | 2,910 | 2,377 | 2,468 |
| | | | 2,920 | 2,388 | 2,475 |
| | | | 2,930 | 2,399 | 2,483 |
| | | | 2,940 | 2,411 | 2,491 |
| | | | 2,950 | 2,422 | 2,499 |

Figure 33. Airplane Weight and Balance Tables ©ASA

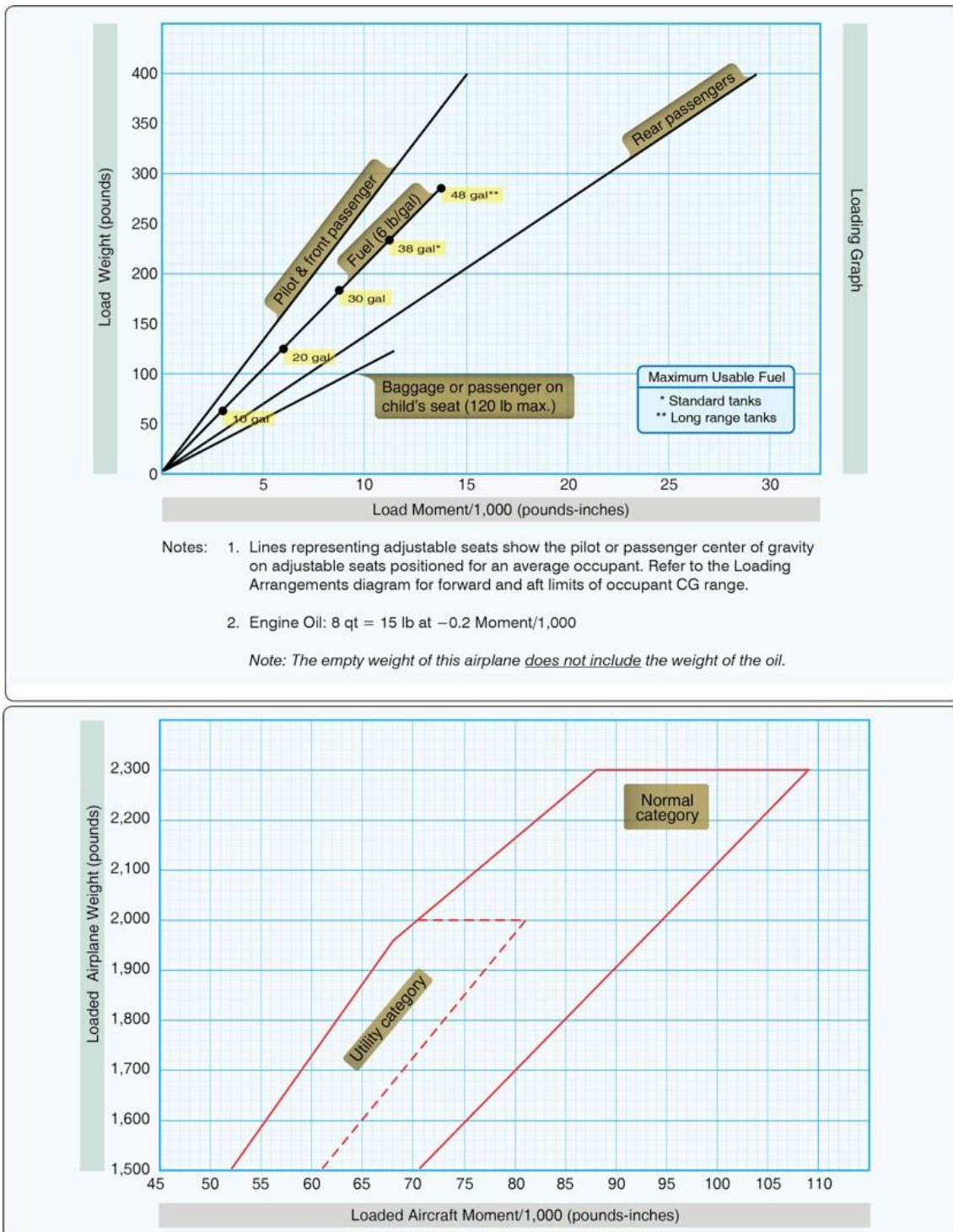


Figure 34. Airplane Weight and Balance Graphs

Cruise power settings

65% Maximum continuous power (or full throttle 2,800 pounds)

| Press ALT. | ISA -20 °C (-36 °F) | | | | | | | | Standard day (ISA) | | | | | | | | ISA +20 °C (+36 °F) | | | | | | | |
|---------------|---------------------|-----------------|---------------|-------------------------|------|-----|-----|-------|--------------------|---------------|-------------------------|-----|------|-----|-------|-----------------|---------------------|-------------------------|------|-----|------|-----|-----|--|
| | IOAT | Engine speed | MAN. press | Fuel flow per engine | | TAS | | IOAT | Engine speed | MAN. press | Fuel flow per engine | | TAS | | IOAT | Engine speed | MAN. press | Fuel flow per engine | | TAS | | | | |
| | °F °C | RPM | IN HG | PSI | GPH | KTS | MPH | °F °C | RPM | IN HG | PSI | GPH | KTS | MPH | °F °C | RPM | IN HG | PSI | GPH | KTS | MPH | | | |
| SL | 27 -3 | 2,450 | 20.7 | 6.6 | 11.5 | 147 | 169 | 63 | 17 | 2,450 | 21.2 | 6.6 | 11.5 | 150 | 173 | 99 | 37 | 2,450 | 21.8 | 6.6 | 11.5 | 153 | 176 | |
| 2,000 | 19 -7 | 2,450 | 20.4 | 6.6 | 11.5 | 149 | 171 | 55 | 13 | 2,450 | 21.0 | 6.6 | 11.5 | 153 | 176 | 91 | 33 | 2,450 | 21.5 | 6.6 | 11.5 | 156 | 180 | |
| 4,000 | 12 -11 | 2,450 | 20.1 | 6.6 | 11.5 | 152 | 175 | 48 | 9 | 2,450 | 20.7 | 6.6 | 11.5 | 156 | 180 | 84 | 29 | 2,450 | 21.3 | 6.6 | 11.5 | 159 | 183 | |
| 6,000 | 5 -15 | 2,450 | 19.8 | 6.6 | 11.5 | 155 | 178 | 41 | 5 | 2,450 | 20.4 | 6.6 | 11.5 | 158 | 182 | 79 | 26 | 2,450 | 21.0 | 6.6 | 11.5 | 161 | 185 | |
| 8,000 | -2 -19 | 2,450 | 19.5 | 6.6 | 11.5 | 157 | 181 | 36 | 2 | 2,450 | 20.2 | 6.6 | 11.5 | 161 | 185 | 72 | 22 | 2,450 | 20.8 | 6.6 | 11.5 | 164 | 189 | |
| 10,000 | -8 -22 | 2,450 | 19.2 | 6.6 | 11.5 | 160 | 184 | 28 | -2 | 2,450 | 19.9 | 6.6 | 11.5 | 163 | 188 | 64 | 18 | 2,450 | 20.3 | 6.5 | 11.4 | 166 | 191 | |
| 12,000 | -15 -26 | 2,450 | 18.8 | 6.4 | 11.5 | 162 | 186 | 21 | -6 | 2,450 | 18.8 | 6.1 | 10.9 | 163 | 188 | 57 | 14 | 2,450 | 18.8 | 5.9 | 10.6 | 163 | 188 | |
| 14,000 | -22 -30 | 2,450 | 17.4 | 5.8 | 10.5 | 159 | 183 | 14 | -10 | 2,450 | 17.4 | 5.6 | 10.1 | 160 | 184 | 50 | 10 | 2,450 | 17.4 | 5.4 | 9.8 | 160 | 184 | |
| 16,000 | -29 -34 | 2,450 | 16.1 | 5.3 | 9.7 | 156 | 180 | 7 | -14 | 2,450 | 16.1 | 5.1 | 9.4 | 156 | 180 | 43 | 6 | 2,450 | 16.1 | 4.9 | 9.1 | 155 | 178 | |

Note: 1. Full throttle manifold pressure settings are approximate.
2. Shaded area represents operation with full throttle.

Figure 35. Airplane Power Setting Table

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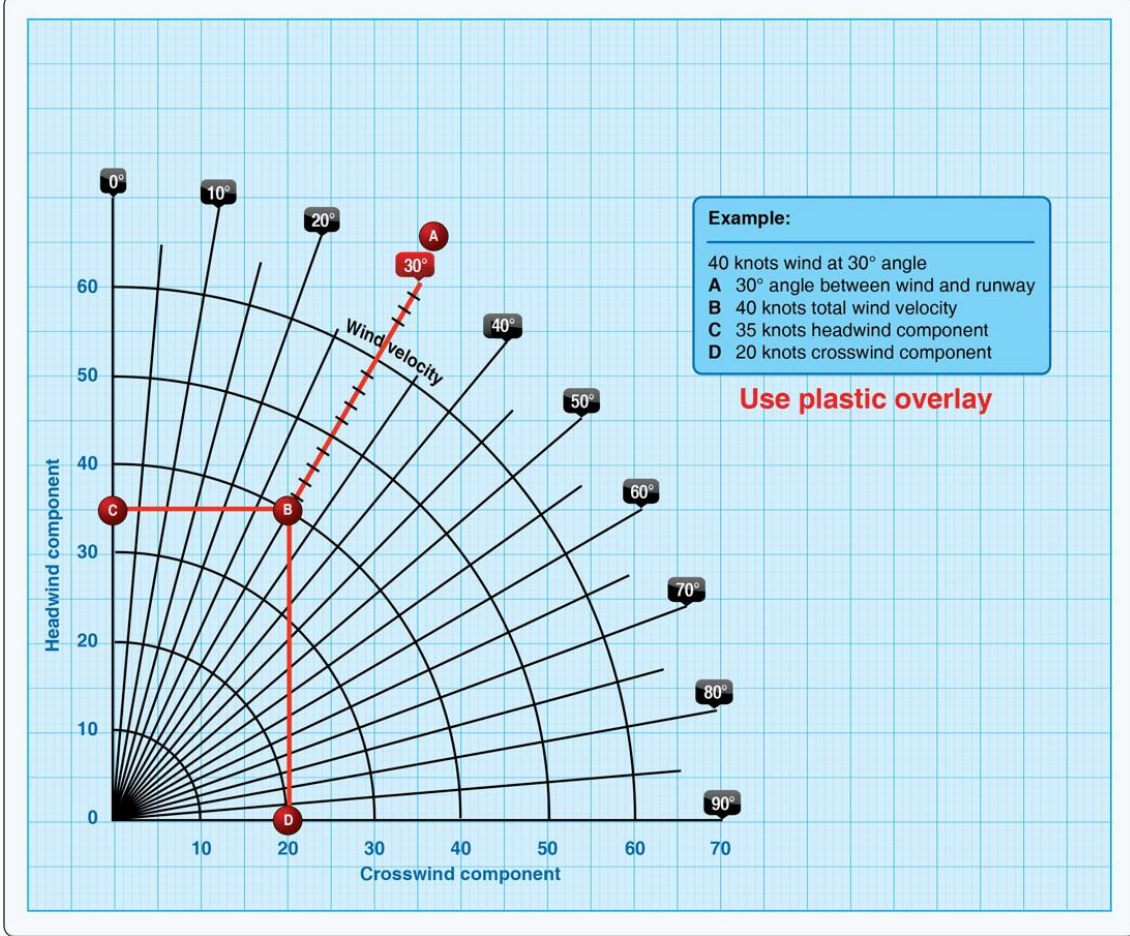


Figure 36. Crosswind Component Graph

©ASA

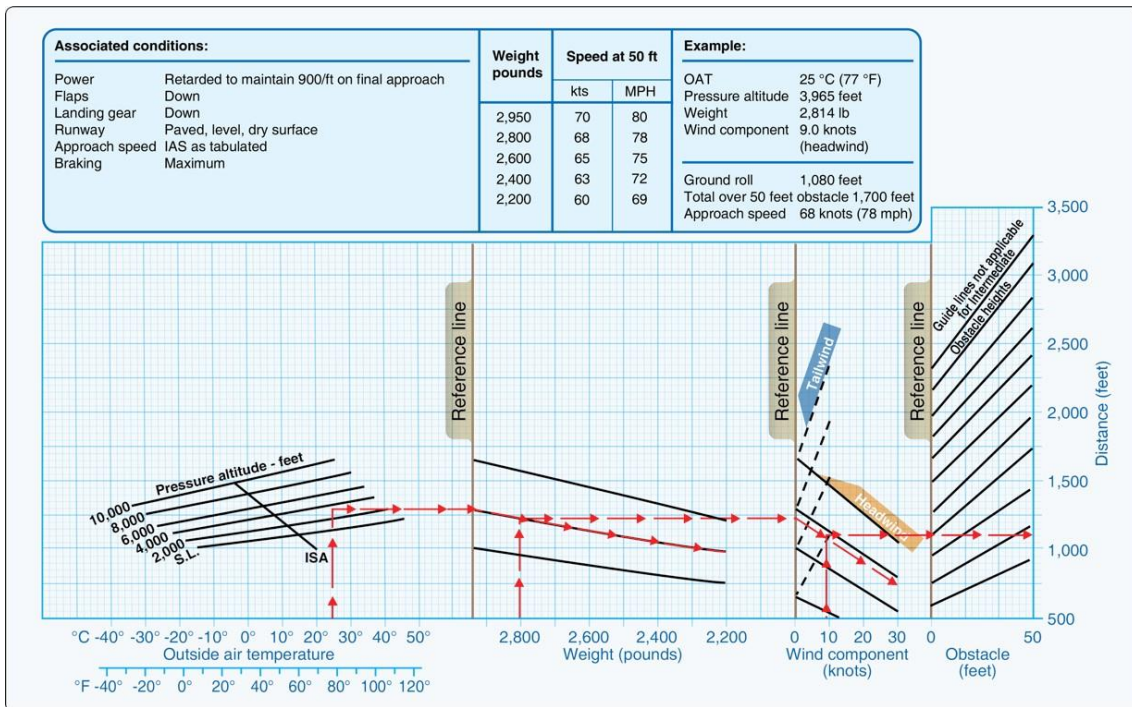


Figure 37. Airplane Landing Distance Graph

©ASA

| Landing distance | | | | | | | | | |
|---|--------------------------|----------------------|----------------------------|-----------------------|----------------------------|-----------------------|----------------------------|-----------------------|----------------------------|
| Flaps lowered to 40° – Power off Hard surface runway – Zero wind | | | | | | | | | |
| Gross weight lb | Approach speed, IAS, MPH | At sea level & 59 °F | | At 2,500 feet & 50 °F | | At 5,000 feet & 41 °F | | At 7,500 feet & 32 °F | |
| | | Ground roll | Total to clear 50 feet OBS | Ground roll | Total to clear 50 feet OBS | Ground roll | Total to clear 50 feet OBS | Ground roll | Total to clear 50 feet OBS |
| 1,600 | 60 | 445 | 1,075 | 470 | 1,135 | 495 | 1,195 | 520 | 1,255 |

NOTE:

1. Decrease the distances shown by 10% for each 4 knots of headwind.
2. Increase the distance by 10% for each 60 °F temperature increase above standard.
3. For operation on a dry, grass runway, increase distance (both "ground roll" and "total to clear 50 feet obstacle") by 20% of the "total to clear 50 feet obstacle" figure.

Figure 38. Airplane Landing Distance Table

©ASA

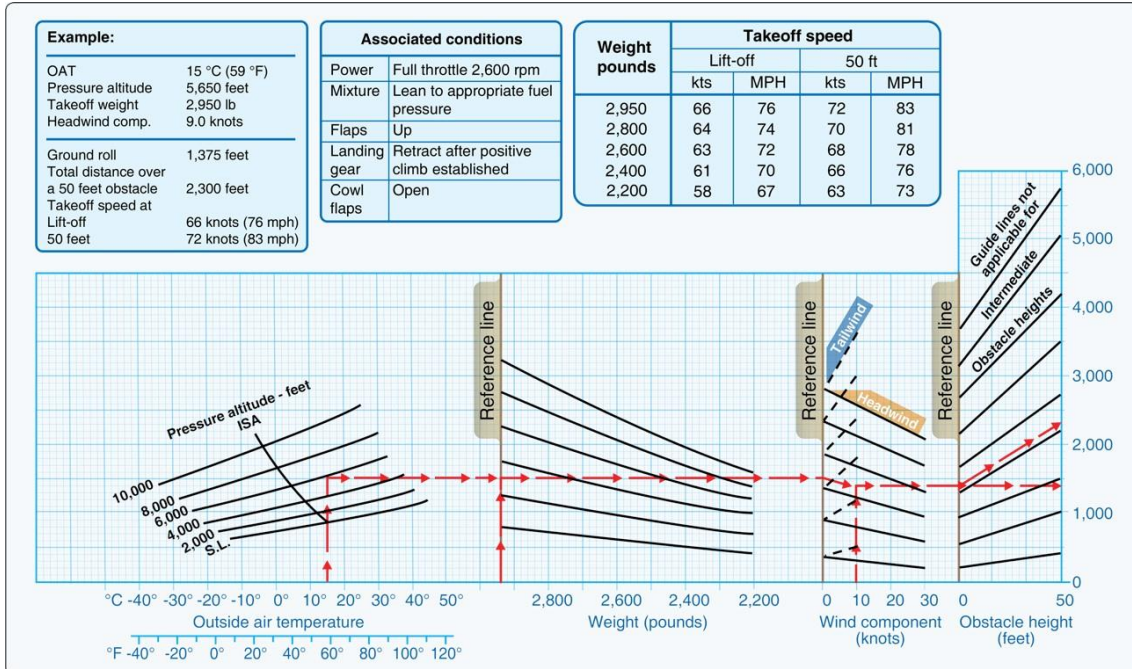


Figure 40. Airplane Takeoff Distance Graph

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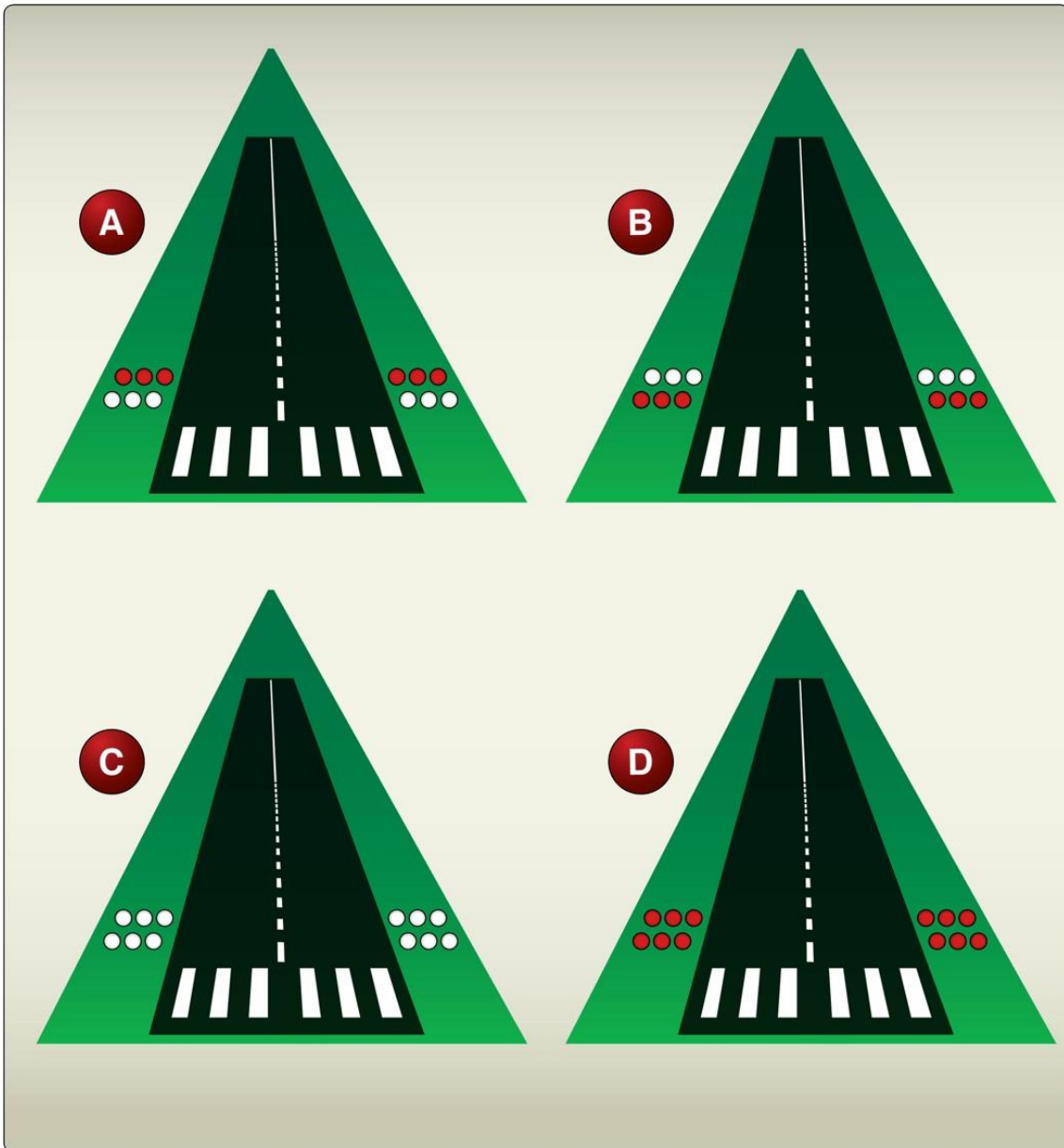


Figure 47. VASI Illustrations

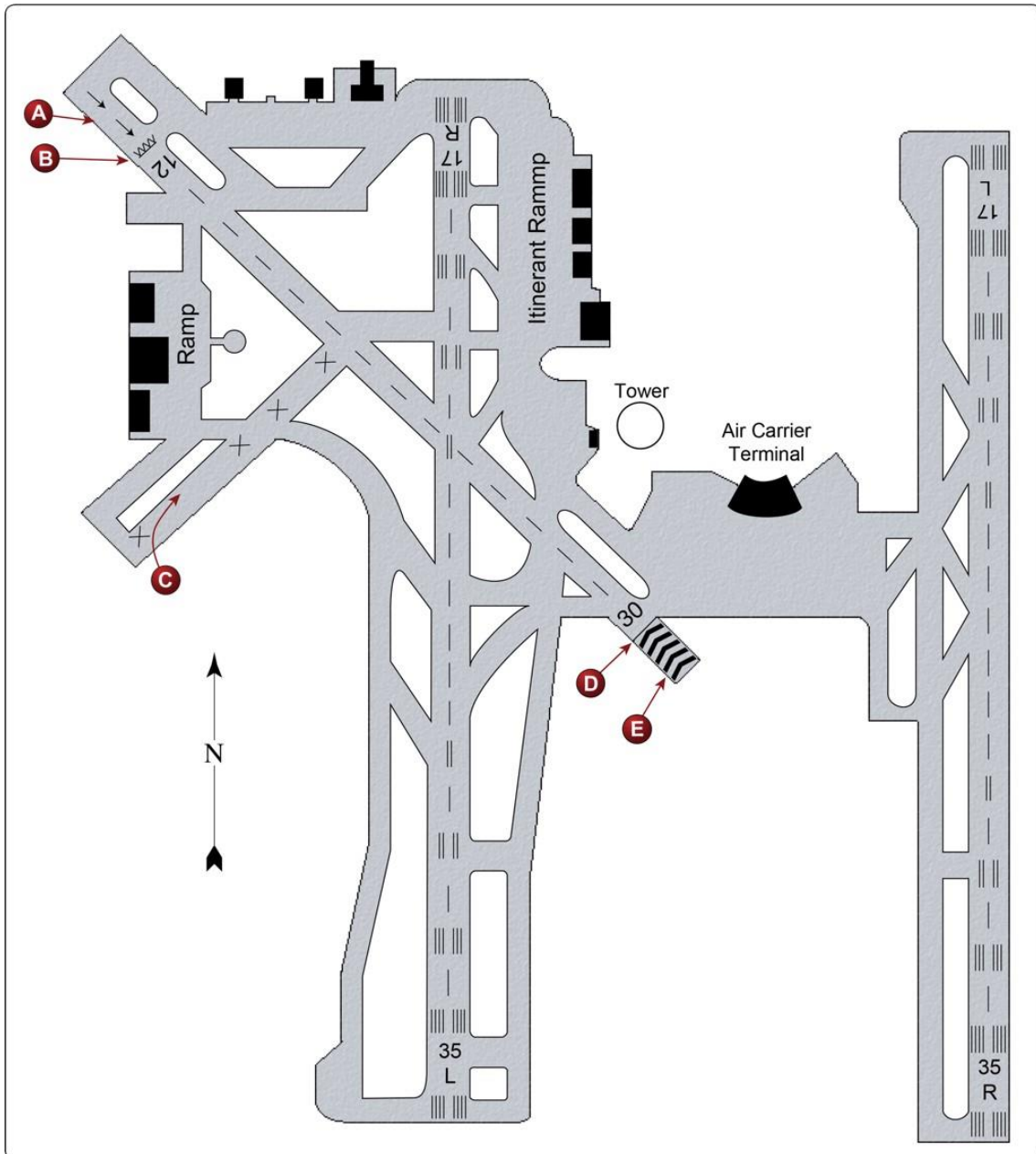


Figure 48. Airport Diagram

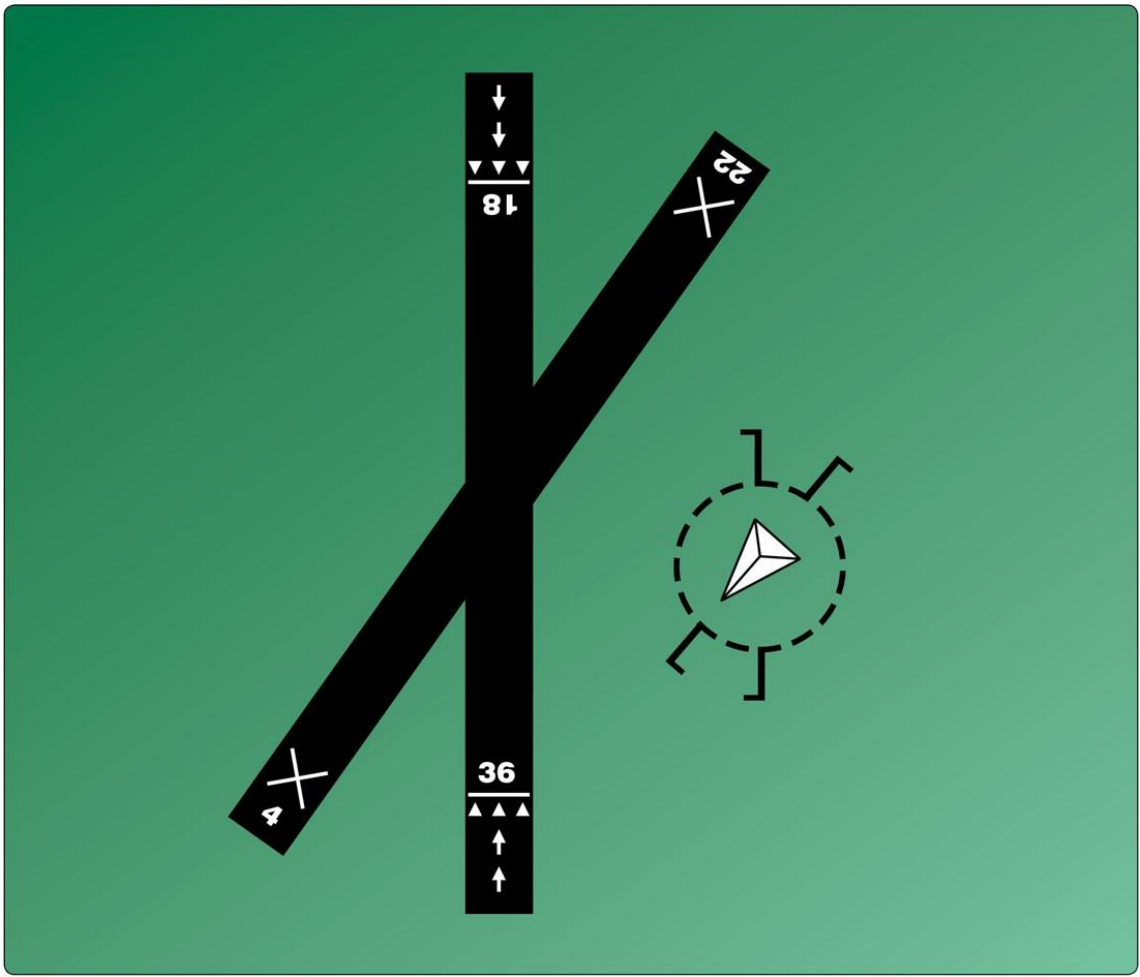


Figure 49. Airport Diagram

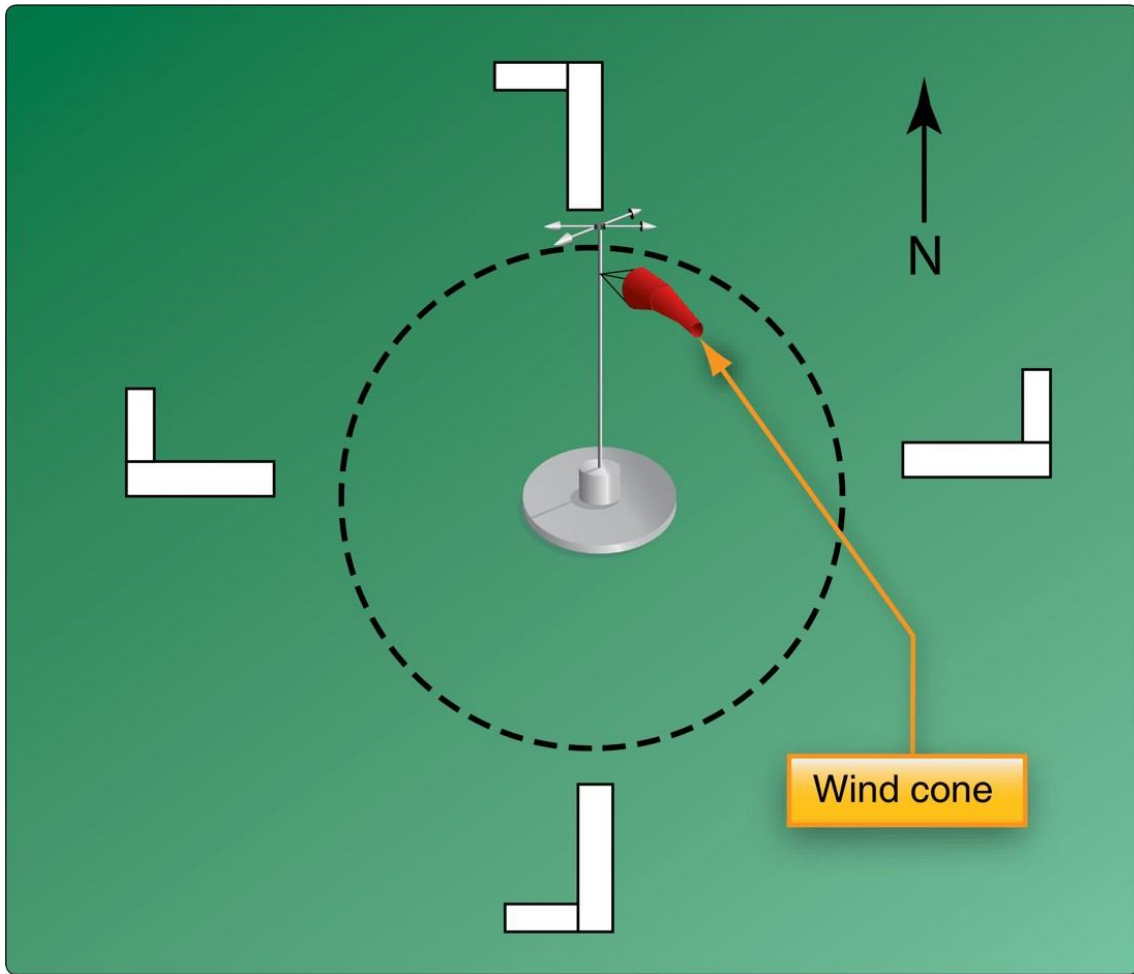


Figure 50. Wind Sock Airport Landing Indicator

©ASA

| U.S. Department of Transportation Federal Aviation Administration | | <h2 style="margin: 0;">International Flight Plan</h2> | |
|--|--|---|--|
| PRIORITY <=FF | | ADDRESSEE(S) <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | |
| FILING TIME <div style="border: 1px solid black; width: 100px; height: 20px;"></div> | | ORIGINATOR <div style="border: 1px solid black; width: 150px; height: 20px;"></div> <= | |
| SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | | | |
| 3 MESSAGE TYPE <=(FPL | | 7 AIRCRAFT IDENTIFICATION <div style="border: 1px solid black; width: 100px; height: 20px;"></div> | |
| 9 NUMBER <div style="border: 1px solid black; width: 40px; height: 20px;"></div> | | 8 FLIGHT RULES <div style="border: 1px solid black; width: 40px; height: 20px;"></div> | |
| TYPE OF AIRCRAFT <div style="border: 1px solid black; width: 80px; height: 20px;"></div> | | TYPE OF FLIGHT <div style="border: 1px solid black; width: 40px; height: 20px;"></div> <= | |
| 13 DEPARTURE AERODROME <div style="border: 1px solid black; width: 100px; height: 20px;"></div> | | WAKE TURBULENCE CAT. <div style="border: 1px solid black; width: 40px; height: 20px;"></div> | |
| 15 CRUISING SPEED <div style="border: 1px solid black; width: 60px; height: 20px;"></div> | | 10 EQUIPMENT <div style="border: 1px solid black; width: 80px; height: 20px;"></div> <= | |
| LEVEL <div style="border: 1px solid black; width: 60px; height: 20px;"></div> | | TIME <div style="border: 1px solid black; width: 60px; height: 20px;"></div> <= | |
| ROUTE <div style="border: 1px solid black; width: 150px; height: 20px;"></div> | | | |
| <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | | | |
| <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | | | |
| 16 DESTINATION AERODROME <div style="border: 1px solid black; width: 80px; height: 20px;"></div> | | TOTAL EET HR MIN <div style="border: 1px solid black; width: 60px; height: 20px;"></div> | |
| | | ALTN AERODROME <div style="border: 1px solid black; width: 60px; height: 20px;"></div> | |
| | | 2ND ALTN AERODROME <div style="border: 1px solid black; width: 60px; height: 20px;"></div> <= | |
| 18 OTHER INFORMATION <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | | | |
| <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | | | |
| <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | | | |
| <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | | | |
| SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES) | | | |
| 19 ENDURANCE HR MIN E/ <div style="border: 1px solid black; width: 40px; height: 20px;"></div> | | PERSONS ON BOARD P/ <div style="border: 1px solid black; width: 40px; height: 20px;"></div> | |
| SURVIVAL EQUIPMENT POLAR DESERT MARITIME JUNGLE <div style="border: 1px solid black; width: 40px; height: 20px;"></div> / P D M J | | EMERGENCY RADIO UHF VHF ELT R/ U V E | |
| DINGHIES NUMBER CAPACITY COVER D / <div style="border: 1px solid black; width: 40px; height: 20px;"></div> C <div style="border: 1px solid black; width: 60px; height: 20px;"></div> | | JACKETS LIGHT FLUORES UHF VHF <div style="border: 1px solid black; width: 40px; height: 20px;"></div> / L F U V | |
| COLOR <div style="border: 1px solid black; width: 100px; height: 20px;"></div> <= | | | |
| AIRCRAFT COLOR AND MARKINGS A/ <div style="border: 1px solid black; width: 150px; height: 20px;"></div> | | | |
| REMARKS N / <div style="border: 1px solid black; width: 200px; height: 20px;"></div> <= | | | |
| PILOT-IN-COMMAND C/ <div style="border: 1px solid black; width: 150px; height: 20px;"></div>)<= | | | |
| FILED BY <div style="border: 1px solid black; width: 100px; height: 20px;"></div> | | ACCEPTED BY <div style="border: 1px solid black; width: 100px; height: 20px;"></div> | |
| ADDITIONAL INFORMATION <div style="border: 1px solid black; width: 100%; height: 20px;"></div> | | | |

FAA Form 7233-4 (7/15)

Figure 51. Flight Plan Form

©ASA

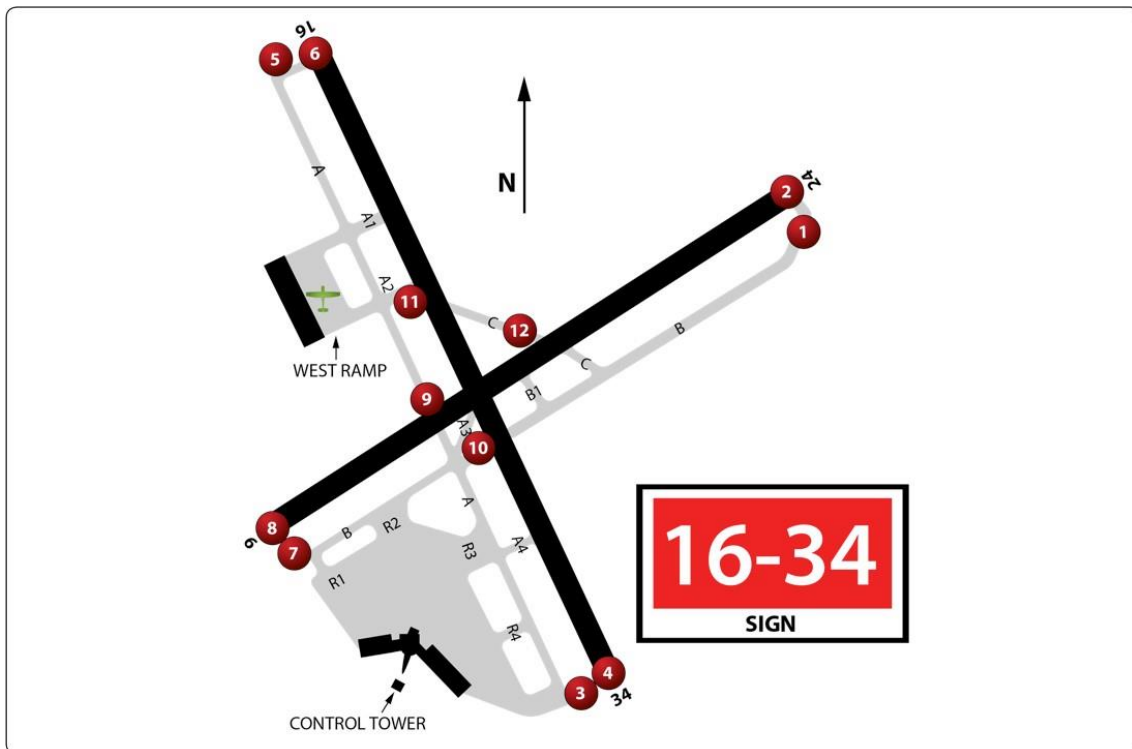


Figure 58. Airport Diagram and Sign

©ASA



Figure 59. Sectional Chart Excerpt

©ASA

NOTE: Chart is not to scale and should not be used for navigation. Use associated scale.

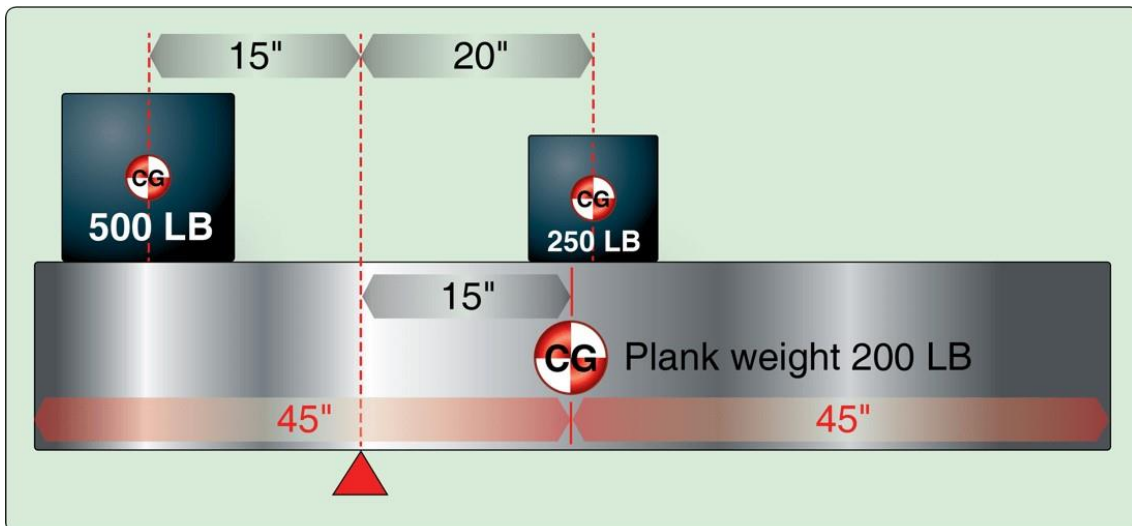


Figure 60. Weight and Balance Diagram

©ASA

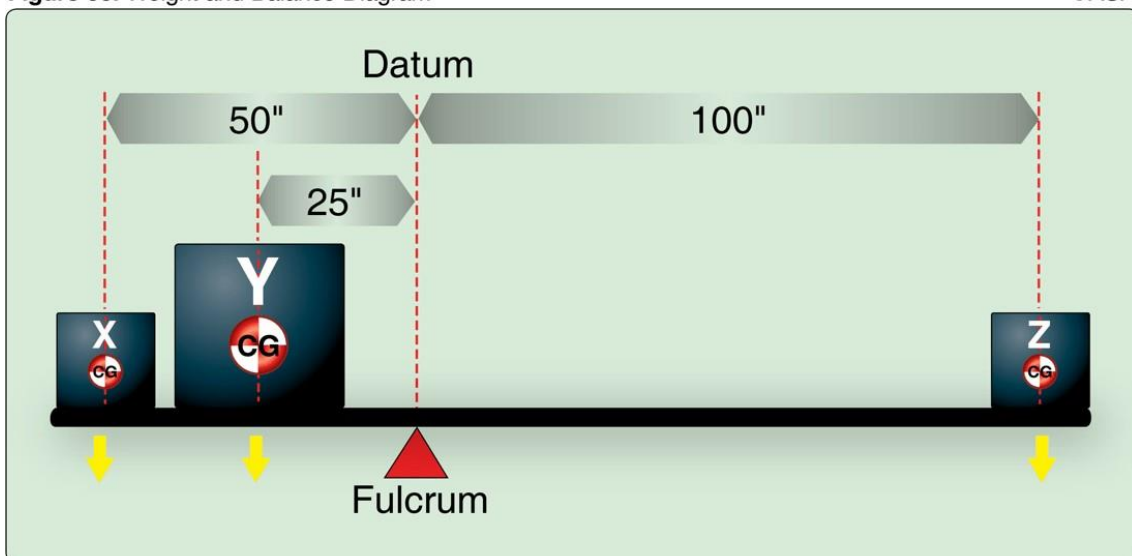


Figure 61. Weight and Balance Diagram

©ASA

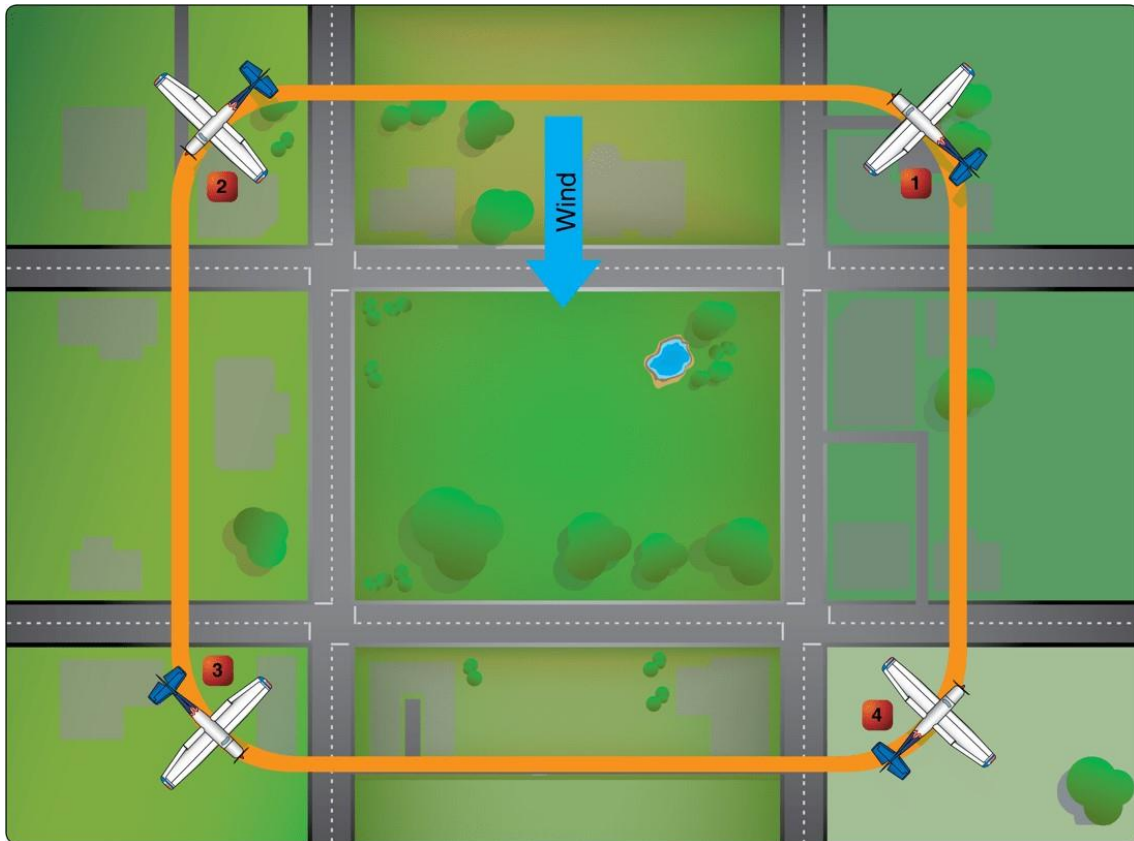


Figure 62. Rectangular Course

©ASA

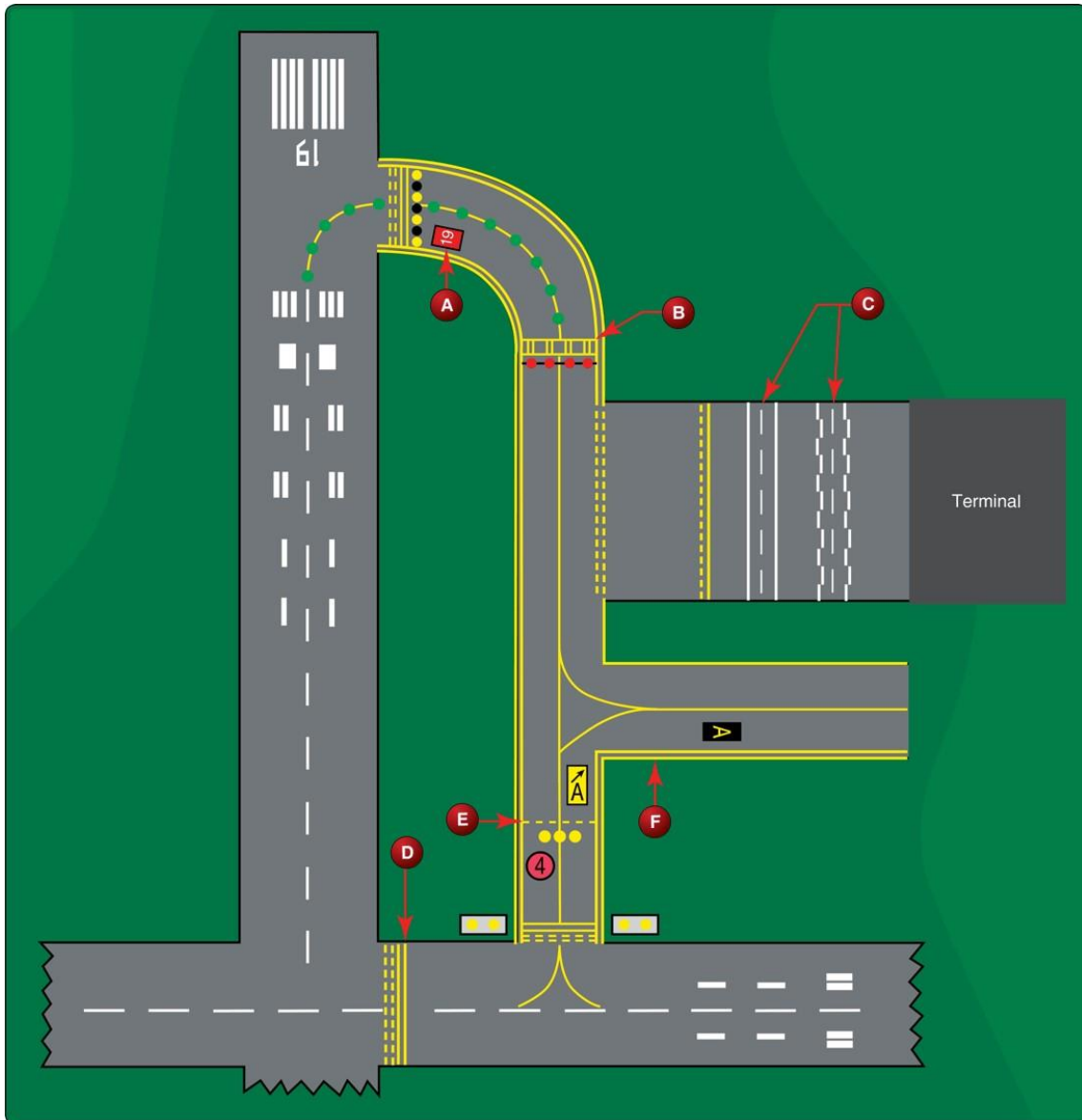


Figure 64. Airport Markings

©ASA

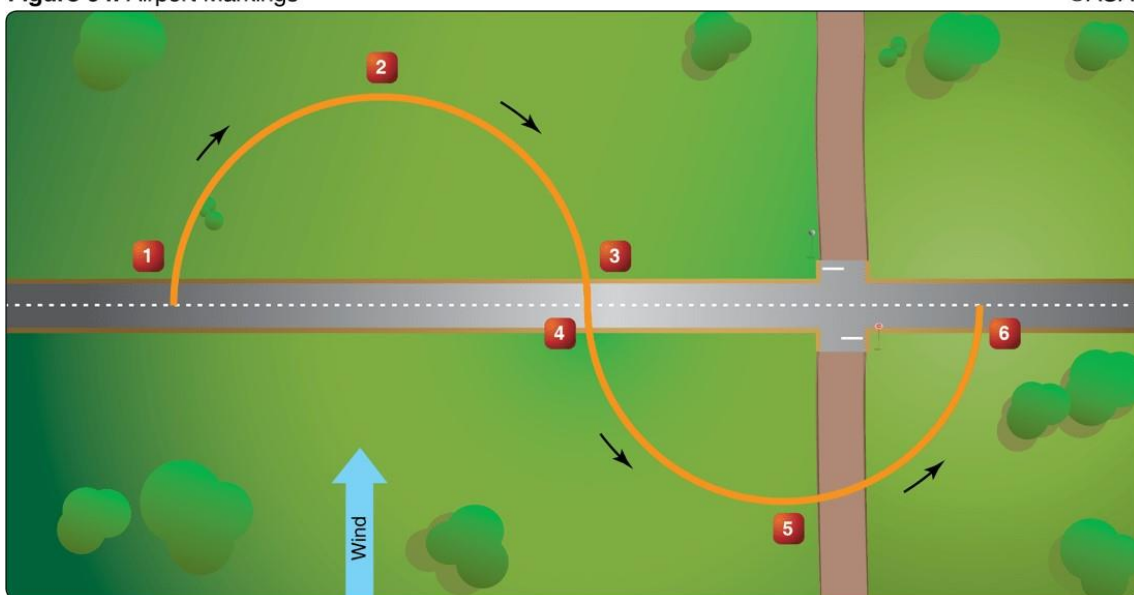


Figure 66. S-Turn Diagram

©ASA

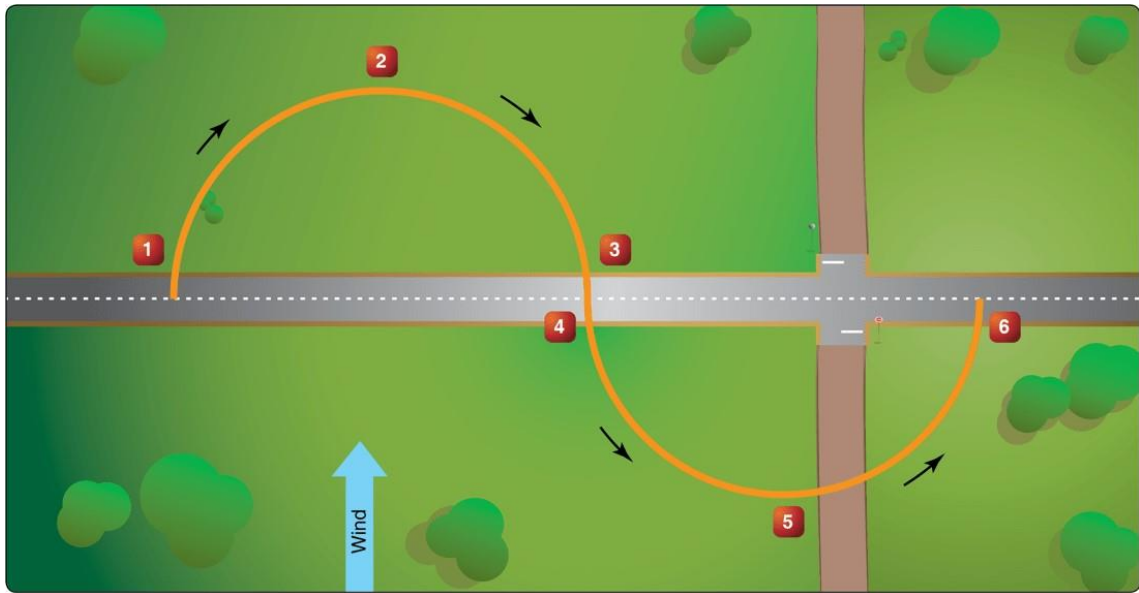
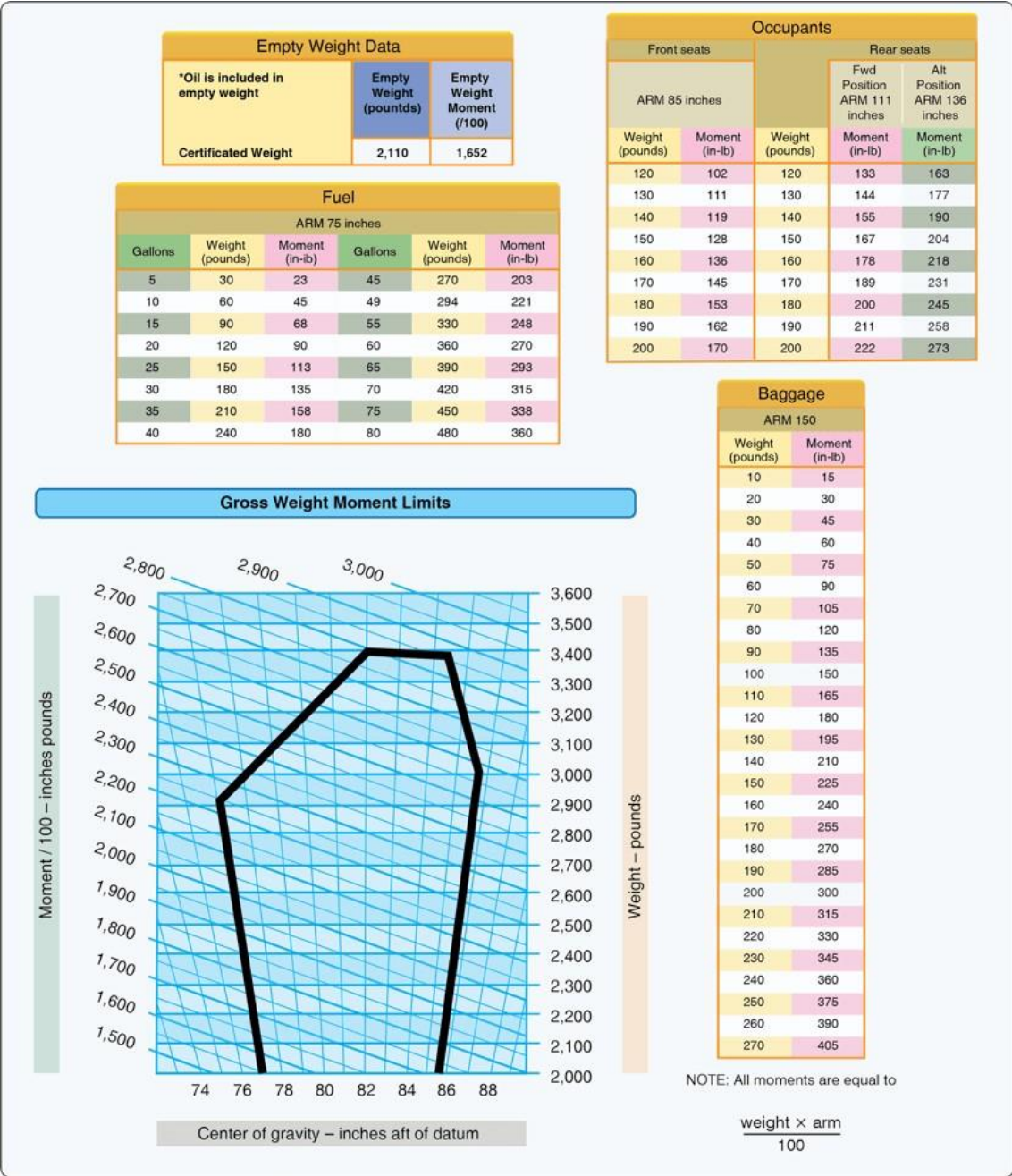


Figure 66. S-Turn Diagram

©ASA



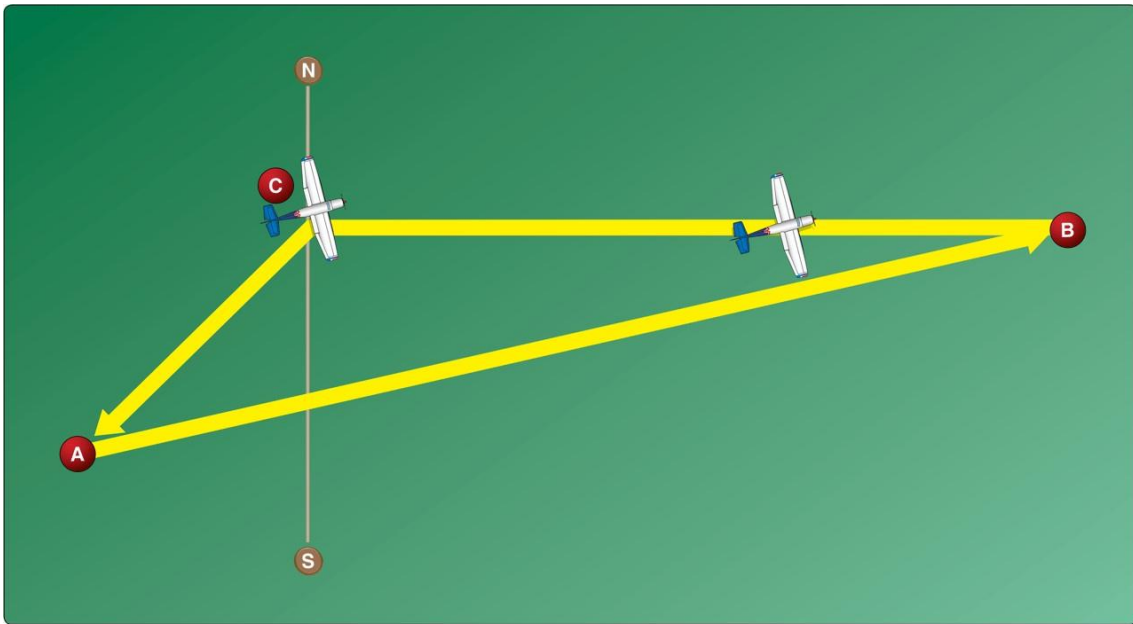


Figure 68. Wind Triangle

©ASA

NOTE: Chart is not to scale and should not be used for navigation. Use associated scale.

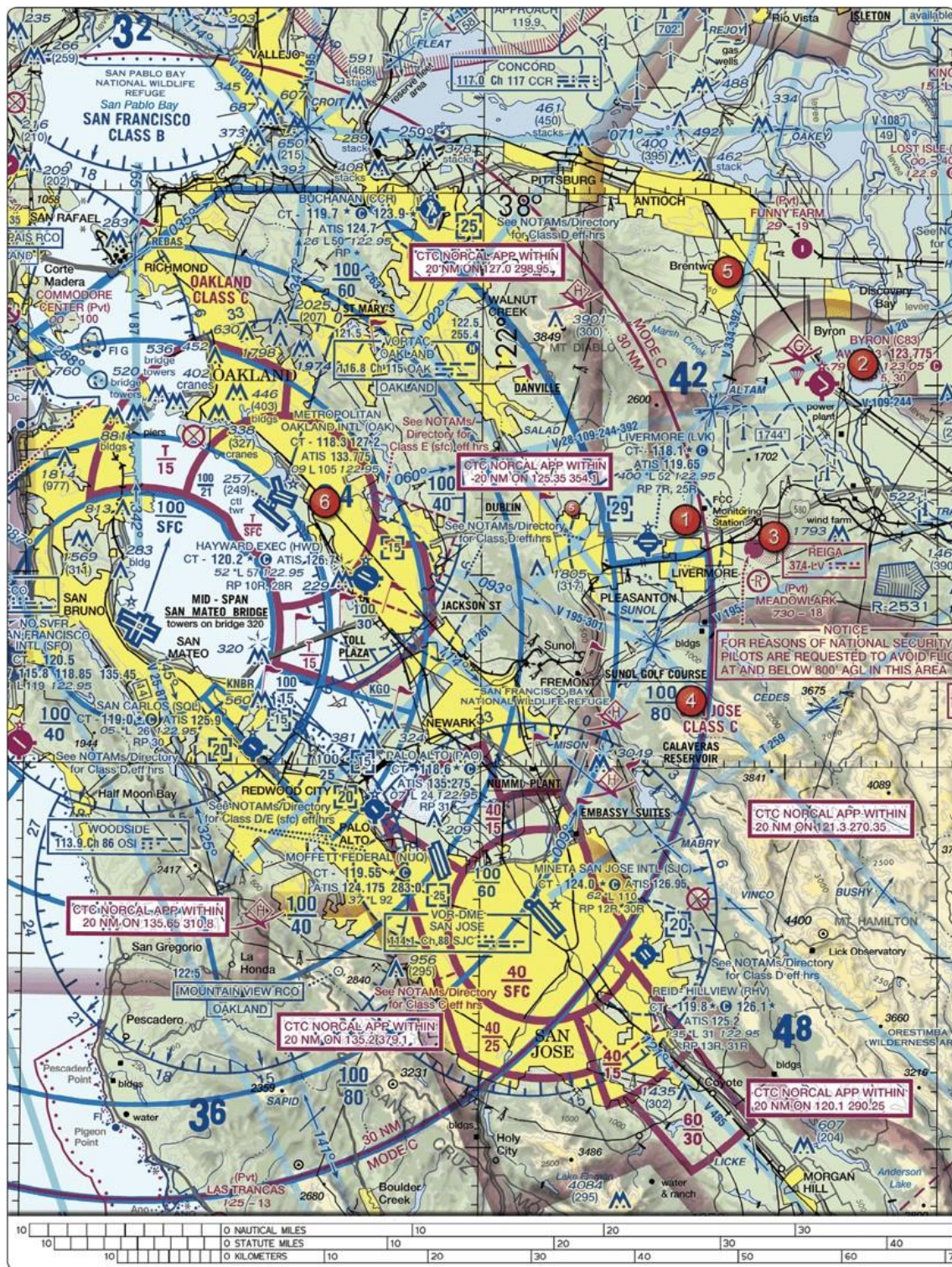


Figure 74. Sectional Chart Excerpt

©ASA

NOTE: Chart is not to scale and should not be used for navigation. Use associated scale.

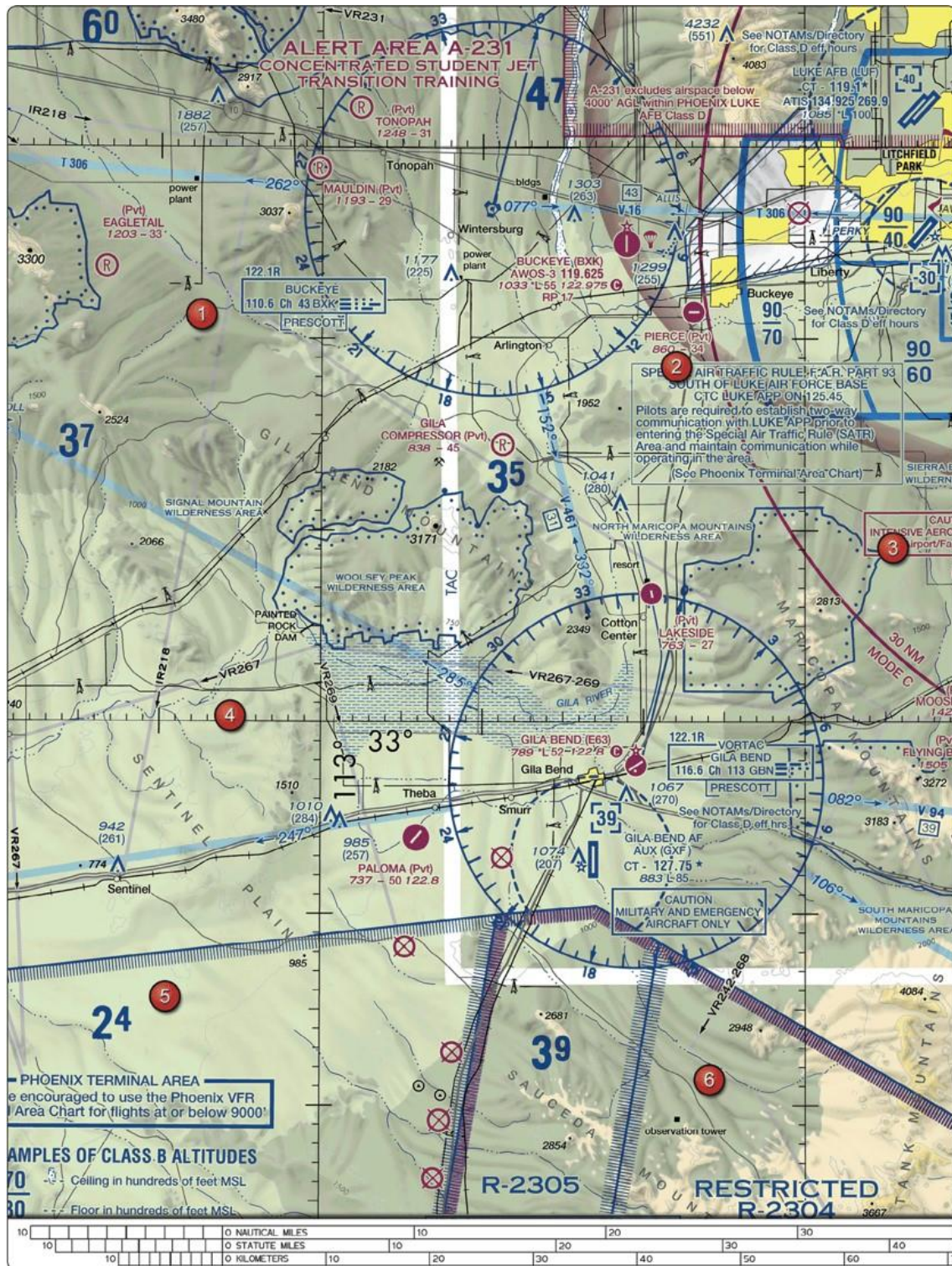


Figure 75. Sectional Chart Excerpt

©ASA

NOTE: Chart is not to scale and should not be used for navigation. Use associated scale.



Figure 82. Altimeter ©ASA

| | Peso (LB) | Brazo (IN) | Momento (LB-IN) |
|--|--------------|---------------|--------------------|
| Peso vacío | 1,495.0 | 101.4 | 151,593.0 |
| Piloto y pasajeros | 380.0 | 64.0 | --- |
| Combustible (30 gal utilizables, sin reserva) | --- | 96.0 | --- |

Figure 3664

| | Peso (LB) | Momento/100 |
|--------------------------------|-----------|-------------|
| Peso vacío | 1,350 | 51.5 |
| Piloto y pasajero delantero | 250 | --- |
| Pasajeros traseros | 400 | --- |
| Equipaje | --- | --- |
| Combustible, 30 gal | --- | --- |
| Aceite, 8 qt | --- | -0.2 |

Figure 3669

| | Peso (LB) | Momento/100 |
|-----------------------------|-----------|-------------|
| Peso vacío | 1,350 | 51.5 |
| Piloto y pasajero delantero | 310 | ---- |
| Pasajeros traseros | 96 | ---- |
| Equipaje | ---- | ---- |
| Combustible, 38 gal | ---- | ---- |
| Aceite, 8 qt. | ---- | -0.2 |

Figure 3670

| | Peso (LB) | Momento/100 |
|-----------------------------|-----------|-------------|
| Peso vacío | 1,350 | 51.5 |
| Piloto y pasajero delantero | 340 | ---- |
| Pasajeros traseros | 310 | ---- |
| Equipaje | 45 | ---- |
| Aceite, 8 qt. | ---- | ---- |

Figure 3671

| | Peso (LB) | Momento/100 |
|-------------------------------|-----------|-------------|
| Peso vacío | 1,350 | 51.5 |
| Piloto y pasajero delantero | 340 | ---- |
| Combustible (tanque estándar) | Capacidad | ---- |
| Aceite, 8 qt. | ---- | ---- |

Figure 3672

| | Peso (LB) | Momento/100 |
|-----------------------------|-----------|-------------|
| Peso vacío | 1,350 | 51.5 |
| Piloto y pasajero delantero | 380 | ---- |
| Combustible 48 gal. | 288 | ---- |
| Aceite, 8 qt. | ---- | ---- |

Figure 3673