

SECTION 1

GENERAL

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INTRODUCTION

This Pilot's Operating Handbook (POH) is applicable to all Found Aircraft Canada Model FBA-2C3 airplanes (also known as the Expedition E350). The airplane is to be operated under the "NORMAL CATEGORY" only.

This handbook includes the material required to be furnished to the pilot by the Canadian Aviation Regulations and additional information provided by Found Aircraft Canada and constitutes the Transport Canada approved airplane flight manual.

The Pilot's Operating Handbook (POH) contains nine sections. The sections are separated by tabbed dividers to allow quick reference to each section. The emergency procedures section is highlighted by a red tab divider. Tables of contents are located at the beginning of each section to aid in locating specific information within that particular section.

The handbook is published in loose-leaf format to allow insertion of revisions. Revision service for the handbook is provided free of charge for the approved airplane flight manual assigned to each aircraft.

WARNINGS, CAUTIONS, AND NOTES

Warnings, cautions, and notes are used throughout the POH to alert the pilot to conditions and procedures as follows:

WARNING

Warnings are used to highlight procedures that, if not strictly followed, may result in personnel injury or loss of life.

CAUTION

Cautions are used to highlight procedures that, if not strictly followed, may result in damage to the airplane or equipment.

NOTE

Notes are used to draw attention to information not directly related to safety but which is important.

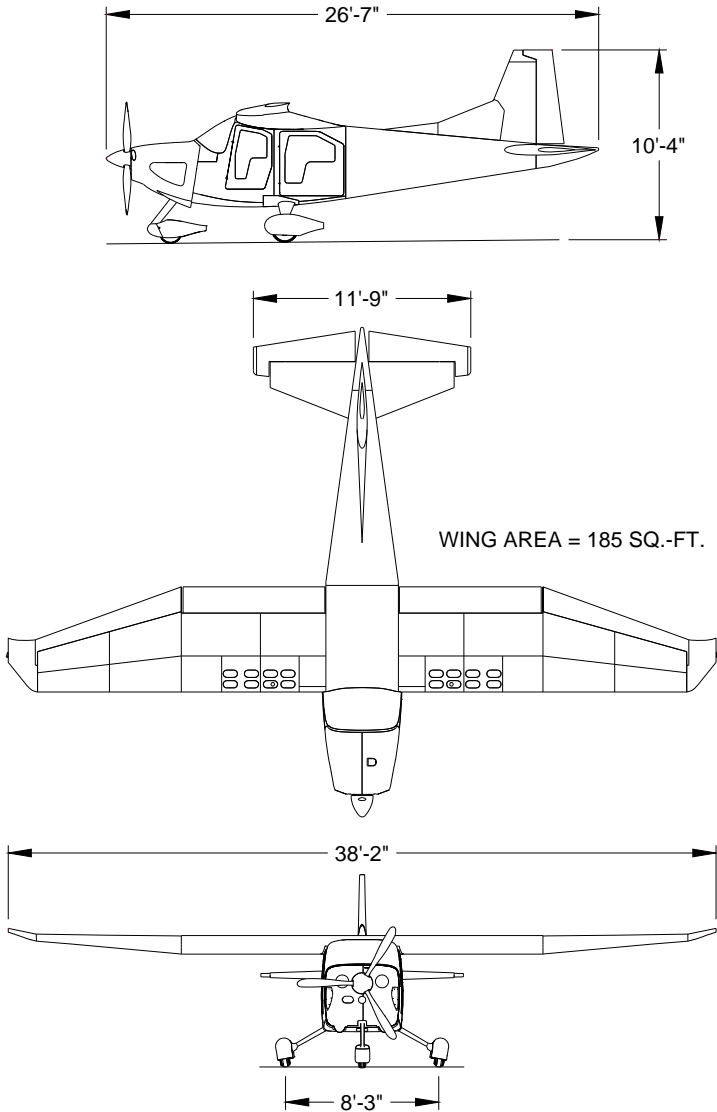


Figure 1-1 Three View - Normal Ground Attitude

GROUND TURNING RADIUS

“A” – Radius for wing tip	25 ft.
“B” – Radius for nose gear tire	9 ft.
“C” – Radius for inside main gear tire	1 ft.
“D” – Radius for outside main gear tire	10 ft.

Turning radii are calculated using one brake and partial power. Actual turning radius may vary by as much as 3 ft.

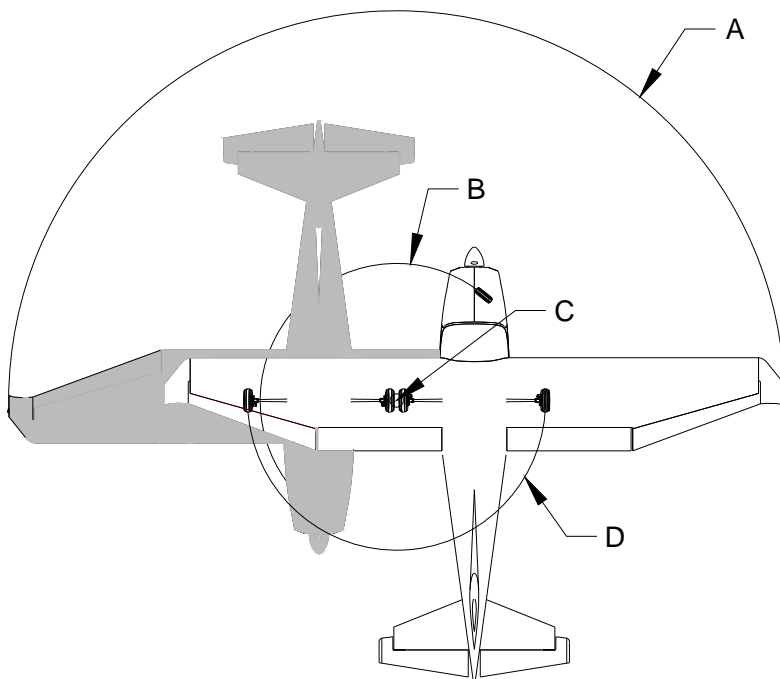


Figure 1-2 Ground Turning Clearance

DESCRIPTIVE DATA

ENGINE

Number of Engines:	1
Engine Manufacturer:	Textron Lycoming
Engine Model Number:	IO-580-B1A
Engine Type:	Normally aspirated, direct-drive, air-cooled, fuel-injected, horizontally-opposed, 6-cylinder engine with 583 cubic inch displacement.
Horsepower Rating : and Engine Rotational Speed:	315 BHP at 2700 RPM

PROPELLERS

Number of Propellers:	1
Propeller Manufacturer:	Hartzell Propellers Inc.
Propeller Model Number:	HC-C3YR-1RF/F8068
Number of Blades:	3
Propeller Diameter:	Maximum – 82.0 inches Minimum – 81.0 inches
Propeller Type:	Constant Speed, Hydraulically Actuated

FUEL

WARNING

USE OF UNAPPROVED FUELS MAY RESULT IN DAMAGE TO THE ENGINE AND FUEL SYSTEM COMPONENTS, RESULTING IN POSSIBLE ENGINE FAILURE.

Approved Fuel Grades (and colours):

100LL Grade Aviation Fuel (Blue)
100 (Formerly 100/130) Grade Aviation Fuel (Green)

NOTE

Isopropyl alcohol or diethylene monomethyl ether (DiEGME) may be added to the fuel supply. Additive concentrations shall not exceed 1% for isopropyl alcohol or 0.1% to 0.15% for DiEGME. Refer to Section 8 for additional information.

Fuel Capacity:

Total Capacity:	378.5 Litres (100 U.S. gallons)
Total Usable:	372.1 Litres (98.3 U.S. gallons)
Total Capacity Each Tank:	189.2 Litres (50 U.S. gallons)
Total Usable Each Tank:	189.0 Litres (49.1 U.S. gallons)

NOTE

When refuelling, in order to ensure that the maximum fuel capacity can be attained, the aircraft should be in the normal ground attitude with the wings level (see Figure 1-1) and the fuel selector placed in the Left or Right position.

OIL

Oil Specification:

MIL-L-6082 Aviation Grade Straight Mineral Oil:

This oil is used when the airplane is delivered from the factory and should be used to replenish the supply during the first 25 hours. This oil should be drained and the filter changed after the first 25 hours of operation. Refill the engine with MIL-L-6082 Aviation Grade Straight Mineral Oil and continue to use until a total of 50 hours has accumulated or oil consumption has stabilized.

MIL-L-22851 Aviation Grade Ashless Dispersant Oil:

This oil conforms to Textron Lycoming Service Instruction No. 1014, and all revisions and supplements thereto, **must be used** after the first 50 hours or once oil consumption has stabilized.

Recommended Viscosity for Temperature Range:

Temperature	MIL-L-6082 SAE Grade	MIL-L-22851 Ashless Dispersant SAE Grade
Above 27°C (80°F)	60	60
Above 16°C (60°F)	50	40 or 50
-1°C (30°F) to 27°C (90°F)	40	40
-18°C (0°F) to 27°C (80°F)	30	30, 40 or 20W-40
Below -12°C (10°F)	20	30 or 20W-30
All Temperatures	- - -	15W-50 or 20W-50

NOTE

For conditions where operating temperatures overlap, use the lighter grade of oil.

Oil Capacity:

Sump: 10.4 Litres (11 U.S. quarts)

MAXIMUM CERTIFICATED WEIGHTS

Maximum Operational Weight:

Takeoff: 3800 lbs

Landing: 3800 lbs

Maximum Weights in Baggage Compartment:

Baggage Compartment
(Station 76 to Station 114): 250 lbs maximum
at Station 94 in.

STANDARD AIRPLANE WEIGHTS

Standard Empty Weight: 2300 lbs *

Maximum Useful Load: 1500 lbs *

* the above weights may vary depending on configuration.

CABIN AND ENTRY DIMENSIONS

Detailed dimensions of the cabin interior and door openings are illustrated in Section 6.

CARGO AREA DIMENSIONS

Detailed dimensions of the cargo area are illustrated in Section 6.

SPECIFIC LOADINGS

Wing Loading: 20.5 lbs/sq.ft.

Power Loading: 12.1 lbs/hp

SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

GENERAL AIRSPEED TERMINOLOGY AND SYMBOLS

- CAS *Calibrated Airspeed*
The indicated airspeed of an aircraft, corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level.
- KCAS *Knots Calibrated Airspeed*
Calibrated Airspeed (CAS) expressed in knots.
- GS *Ground Speed*
The speed of an airplane relative to the ground.
- IAS *Indicated Airspeed*
The speed of an aircraft as shown on the airspeed indicator.
- KIAS *Knots Indicated Airspeed*
Indicated Airspeed (IAS) expressed in knots.
- TAS *True Airspeed*
The airspeed of the airplane relative to undisturbed air which is the CAS corrected for altitude, temperature and compressibility.
- V_A *Maneuvering Speed*
The maximum speed at which application of full or abrupt aerodynamic control movements will not overstress the airplane.
- V_{FE} *Maximum Flap Extended Speed*
The highest speed permissible with wing flaps in a prescribed extended position.
- V_{NE} *Never Exceed Speed*
The speed limit that may not be exceeded at any time.

V_{NO}	<i>Maximum Structural Cruising Speed</i> The speed that should not be exceeded except in smooth air and then only with caution.
V_S	<i>Stalling Speed</i> The minimum steady flight speed at which the airplane is controllable.
V_{SO}	<i>Stalling Speed</i> The minimum steady flight speed at which the airplane is controllable in the landing configuration at the most forward centre of gravity.
V_X	<i>Best Angle-of-Climb Speed</i> The airspeed which delivers the greatest gain of altitude in a given horizontal distance.
V_Y	<i>Best Rate-of-Climb Speed</i> The airspeed which delivers the greatest gain in altitude in a given time.

METEOROLOGICAL TERMINOLOGY

Standard Temperature	<i>Standard Temperature</i> The temperature of 15°C at sea level, decreasing at 2°C for each 1000 ft of altitude.
OAT	<i>Outside Air Temperature</i> The free air static temperature, obtained either from in-flight temperature indications or ground meteorological sources, adjusted for instrument error and compressibility effects.
Pressure Altitude	<i>Pressure Altitude</i> The altitude read from an altimeter when the barometric subscale has been set to 29.92 inches of mercury (1013.21 mb.).

ENGINE POWER TERMINOLOGY

BHP	<i>Brake Horsepower</i> The power developed by the engine.
RPM	<i>Revolutions Per Minute</i> The engine rotational speed.
MP	<i>Manifold Pressure</i> The pressure measured in the engine's induction system expressed in inches of mercury (in Hg).
Static RPM	<i>Static RPM</i> The engine speed attained during a full-throttle engine run-up when the airplane is on the ground and stationary.
Takeoff Power	<i>Takeoff Power</i> The maximum power permissible for takeoff.
MCP	<i>Maximum Continuous Power</i> The maximum power setting for other than takeoff.

ENGINE CONTROLS AND INSTRUMENTS

Throttle Control	<i>Throttle Control Lever</i> The lever used to control engine power.
Propeller Pitch Control	<i>Propeller Pitch Control</i> The lever used to select a propeller speed.
Mixture Control	<i>Mixture Control</i> The mixture control provides a mechanical linkage with the fuel control unit and thus the air/fuel mixture. It is also a primary means to shut down the engine.

EGT Gauge	<i>Exhaust Gas Temperature Gauge</i> The exhaust gas temperature indicator is the instrument used to identify exhaust gas temperatures flow mixtures at various power settings.
Tachometer	<i>Tachometer</i> The instrument that indicates the engine/propeller speed in revolutions per minute (RPM).
Propeller Governor	<i>Propeller Governor</i> The device that regulates the RPM of the engine/propeller by increasing or decreasing the propeller pitch, through a pitch change mechanism in the propeller hub.

AIRPLANE PERFORMANCE AND FLIGHT PLANNING TERMINOLOGY

Climb Gradient	<i>Climb Gradient</i> The demonstrated ratio of the change in height during a portion of a climb, to the horizontal distance traversed in the same time interval.
Demonstrated Crosswind	<i>Demonstrated Crosswind Velocity</i> The demonstrated crosswind velocity is the velocity of the crosswind component for which adequate control of the airplane during takeoff and landing was actually demonstrated during certification tests. The value shown may or may not be limiting.
Usable Fuel	<i>Usable Fuel</i> The quantity of fuel available for flight planning.
Unusable Fuel	<i>Unusable Fuel</i> The quantity of fuel that cannot be safely used for flight.
GPH	<i>Gallons Per Hour</i> The amount of fuel (in US gallons) consumed in one hour.
NMPG	<i>Nautical Miles Per Gallon</i>

The distance (in nautical miles) which can be expected per gallon of fuel consumed at a specific engine power setting and/or flight configuration.

g *g*
Acceleration due to gravity.

WEIGHT AND BALANCE TERMINOLOGY

Reference *Reference Datum*
Datum An imaginary vertical plane from which all horizontal distances are measured for balance purposes.

Station *Station*
A location along the airplane fuselage usually given in terms of distance from the reference datum.

Arm *Arm*
The horizontal distance from the reference datum to the centre of gravity (C.G.) of an item.

Moment *Moment*
The product of the weight of an item multiplied by its arm. (Moment divided by a constant 1000 is used to simplify balance calculations by reducing the number of digits.)

MAC *MAC (Mean Aerodynamic Chord)*
The chord of an imaginary rectangular wing which has the same pitching moment characteristics as the actual wing.

C.G. *Centre-of-Gravity*
The point at which an airplane or equipment would balance if suspended. Its distance from the reference datum is found by dividing the total moment by the total weight of the airplane.

C.G. Arm *Center-of-Gravity Arm*

The arm obtained by adding the airplane's individual moments and dividing the sum by the aircraft's total weight.

C.G. Limits *Center-of-Gravity Limits*
The extreme center of gravity locations within which the airplane must be operated at a given weight.

Standard Empty Weight *Standard Empty Weight*
The weight of a standard airplane including unusable fuel, full operating fluids and full oil.

Basic Empty Weight *Basic Empty Weight*
Standard empty weight plus optional equipment.

Payload *Payload*
Weight of occupants, cargo and baggage.

Useful Load *Useful Load*
Difference between takeoff weight and basic empty weight.

Maximum Takeoff Weight *Maximum Takeoff Weight*
The maximum operating weight for takeoff.

Maximum Landing Weight *Maximum Landing Weight*
The maximum operating weight for landing.

Tare *Tare*
The weight of chocks, blocks, stands, etc. used when weighing an airplane, and included in the scale readings. Tare is deducted from the scale reading to obtain actual (net) airplane weight.

METRIC / IMPERIAL / U.S. CONVERSION CHARTS

The following charts have been provided to help international operators convert U.S. measurements supplied with the Pilot's Operating Handbook into metric and imperial measurements.

WEIGHT CONVERSIONS

Kilograms x 2.205 = Pounds	Pounds x 0.454 = Kilograms
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LENGTH CONVERSIONS

Meters x 3.281 = Feet	Feet x 0.305 = Meters
Centimeters x 0.394 = Inches	Inches x 2.54 = Centimeters

DISTANCE CONVERSIONS

Statute Miles x 1.609 = Kilometers	Kilometers x 0.622 = Statute Miles
Statute Miles x 0.869 = Nautical Miles	Nautical Miles x 1.15 = Statute Miles
Nautical Miles x 1.852 = Kilometers	Kilometers x 0.54 = Nautical Miles

VOLUME CONVERSIONS

Imperial Gallons x 4.546 = Litres	Litres x 0.22 = Imperial Gallons
Imperial Gallons x 1.2 = U.S. Gallons	U.S. Gallons x 0.833 = Imp Gallons
U.S. Gallons x 3.785 = Litres	Litres x 0.264 = U.S. Gallons

**KILOGRAMS INTO POUNDS
KILOGRAMMES EN LIVRES**

Kg	0	1	2	3	4	5	6	7	8	9
	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.
0		2.21	4.41	6.61	8.82	11.02	13.23	15.43	17.64	19.84
10	22.05	24.25	26.46	28.66	30.87	33.07	35.27	37.48	39.68	41.89
20	44.09	46.30	48.50	50.71	52.91	55.12	57.32	59.53	61.73	63.93
30	66.14	68.34	70.55	72.75	74.96	77.16	79.37	81.57	83.78	85.98
40	88.19	90.39	92.59	94.80	97.00	99.21	101.41	103.62	105.82	108.03
50	110.23	112.44	114.64	116.85	119.05	121.25	123.46	125.66	127.87	130.07
60	132.28	134.48	136.69	138.89	141.10	143.30	145.51	147.71	149.91	152.12
70	154.32	156.53	158.73	160.94	163.14	165.35	167.55	169.76	171.96	174.17
80	176.37	178.57	180.78	182.98	185.19	187.39	189.60	191.80	194.01	196.21
90	198.42	200.62	202.83	205.03	207.24	209.44	211.64	213.85	216.05	218.26
100	220.46	222.67	224.87	227.08	229.28	231.49	233.69	235.90	238.10	240.30

Example: Using Figure 1-3, to convert 55 kilograms into pounds. Locate 50 row in the first column and then move right horizontally to column 5 and read the solution 121.25 pounds.

**POUNDS INTO KILOGRAMS
LIVRES EN KILOGRAMMES**

lb.	0	1	2	3	4	5	6	7	8	9
	kg	kg	kg	kg	kg	kg	kg	kg	kg	kg
0		0.45	0.91	1.36	1.81	2.27	2.72	3.18	3.63	4.08
10	4.54	4.99	5.44	5.90	6.35	6.80	7.26	7.71	8.17	8.62
20	9.07	9.53	9.98	10.43	10.89	11.34	11.79	12.25	12.70	13.15
30	13.61	14.06	14.52	14.97	15.42	15.88	16.33	16.78	17.24	17.69
40	18.14	18.60	19.05	19.50	19.96	20.41	20.87	21.32	21.77	22.23
50	22.68	23.13	23.59	24.04	24.49	24.95	25.40	25.86	26.30	26.76
60	27.22	27.67	28.12	28.58	29.03	29.48	29.94	30.39	30.84	31.30
70	31.75	32.21	32.66	33.11	33.57	34.02	34.47	34.93	35.38	35.83
80	36.29	36.74	37.20	37.65	38.10	38.56	39.01	39.46	39.92	40.37
90	40.82	41.28	41.73	42.18	42.64	43.09	43.55	44.00	44.45	44.91
100	45.36	45.81	46.27	46.72	47.17	47.63	48.08	48.53	48.99	49.44

Example: Using Figure 1-3, to convert 66 pounds into kilograms. Locate 60 row in the first column and then move right horizontally to column 6 and read the solution 29.94 kilograms.

Figure 1-3 Weight Conversions

METRES INTO FEET
METRES EN PIEDS

	0	1	2	3	4	5	6	7	8	9
ft	m	m	m	m	m	m	m	m	m	m
0		0.31	0.61	0.91	1.22	1.52	1.83	2.13	2.44	2.74
10	3.05	3.35	3.66	3.96	4.27	4.57	4.88	5.18	5.49	5.79
20	6.10	6.40	6.71	7.01	7.32	7.62	7.93	8.23	8.53	8.84
30	9.14	9.45	9.75	10.06	10.36	10.67	10.97	11.28	11.58	11.89
40	12.19	12.50	12.80	13.11	13.41	13.72	14.02	14.33	14.63	14.94
50	15.24	15.55	15.85	16.15	16.46	16.75	17.07	17.37	17.68	17.98
60	18.29	18.59	18.90	19.20	19.51	19.81	20.12	20.42	20.73	21.03
70	21.34	21.64	21.95	22.25	22.56	22.86	23.17	23.47	23.77	24.08
80	24.38	24.69	24.99	25.30	25.60	25.91	26.21	26.52	26.82	27.13
90	27.43	27.74	28.04	28.35	28.65	28.96	29.26	29.57	29.87	30.18
100	30.48	30.79	31.09	31.39	31.70	32.00	32.31	32.61	32.92	33.22

Example: Refer to Figure 1-3 for a conversion example.

FEET INTO METRES
PIEDS EN METRES

	0	1	2	3	4	5	6	7	8	9
m	feet	feet	feet	feet	feet	feet	feet	feet	feet	feet
0		3.28	6.56	9.84	13.12	16.40	19.69	22.96	26.25	29.53
10	32.81	36.09	39.37	42.65	45.93	49.21	52.49	55.77	59.06	62.34
20	65.62	68.90	72.18	75.46	78.74	82.02	85.30	88.58	91.86	95.14
30	98.43	101.71	104.99	108.27	111.55	114.83	118.11	121.39	124.67	127.95
40	131.23	134.51	137.79	141.08	144.36	147.64	150.92	154.20	157.48	160.76
50	164.04	167.32	170.60	173.88	177.16	180.45	183.73	187.01	190.29	193.57
60	195.85	200.13	203.41	206.69	209.97	213.25	216.53	219.82	223.10	226.38
70	229.66	232.94	236.22	239.50	242.78	246.06	249.34	252.62	255.90	259.19
80	262.47	265.75	269.03	272.31	275.59	278.87	282.15	285.43	288.71	291.58
90	295.27	298.56	301.84	305.12	308.40	311.68	314.96	318.24	321.52	324.80
100	328.08	331.36	334.64	337.93	341.21	344.49	347.77	351.05	354.33	357.61

Example: Refer to Figure 1-3 for a conversion example.

Figure 1-4 Length Conversions

**CENTIMETRES INTO INCHES
CENTIMETRES EN POUCES**

	0	1	2	3	4	5	6	7	8	9
cm	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
0		0.39	0.79	1.18	1.58	1.97	2.36	2.76	3.15	3.54
10	3.94	4.33	4.72	5.12	5.51	5.91	6.30	6.69	7.09	7.48
20	7.87	8.27	8.66	9.06	9.45	9.84	10.24	10.63	11.02	11.42
30	11.81	12.21	12.60	12.99	13.39	13.78	14.17	14.57	14.96	15.35
40	15.75	16.14	16.54	16.93	17.32	17.72	18.11	18.50	18.90	19.29
50	19.69	20.08	20.47	20.87	21.26	21.65	22.05	22.44	22.84	23.23
60	23.62	24.02	24.41	24.80	25.20	25.59	25.98	26.38	26.77	27.16
70	27.56	27.95	28.35	28.74	29.13	29.53	29.92	30.32	30.71	31.10
80	31.50	31.89	32.28	32.68	33.07	33.47	33.86	34.25	34.65	35.04
90	35.43	35.83	36.22	36.61	37.01	37.40	37.80	38.19	38.58	38.98
100	39.37	39.76	40.16	40.55	40.95	41.34	41.73	42.13	42.52	42.91

Example: Refer to Figure 1-3 for a conversion example.

**INCHES INTO CENTIMETRES
POUCES EN CENTIMETRES**

	0	1	2	3	4	5	6	7	8	9
in.	cm	cm	cm	cm	cm	cm	cm	cm	cm	cm
0		2.54	5.08	7.62	10.16	12.70	15.24	17.78	20.32	22.96
10	25.40	27.94	30.48	33.02	35.56	38.10	40.64	43.18	45.72	48.26
20	50.80	53.34	55.88	58.42	60.96	63.50	66.04	68.58	71.12	73.66
30	76.20	78.74	81.28	83.82	86.36	88.90	91.44	93.98	96.52	99.06
40	101.60	104.14	106.68	109.22	111.76	114.30	116.84	119.38	121.92	124.46
50	127.00	129.54	132.08	134.62	137.16	139.70	142.24	144.78	147.32	149.86
60	152.40	154.94	157.48	160.02	162.56	165.10	167.64	170.18	172.72	175.26
70	177.80	180.34	182.88	185.42	187.96	190.50	193.04	195.58	198.12	200.66
80	203.20	205.74	208.28	210.82	213.36	215.90	218.44	220.98	223.52	226.06
90	228.60	231.14	233.68	236.22	238.76	241.30	243.84	246.38	248.92	251.46
100	254.00	256.54	259.08	261.62	264.16	266.70	269.24	271.78	274.32	276.86

Example: Refer to Figure 1-3 for a conversion example.

Figure 1-5 Length Conversions

**LITRES INTO IMPERIAL GALLONS
LITRES EN GALLONS IMPERIAL**

	0	1	2	3	4	5	6	7	8	9
Lt	IG	IG	IG	IG	IG	IG	IG	IG	IG	IG
0		0.22	0.44	0.66	0.88	1.10	1.32	1.54	1.76	1.98
10	2.20	2.42	2.64	2.86	3.08	3.30	3.52	3.74	3.96	4.18
20	4.40	4.62	4.84	5.06	5.28	5.50	5.72	5.94	6.16	6.38
30	6.60	6.82	7.04	7.26	7.48	7.70	7.92	8.14	8.36	8.58
40	8.80	9.02	9.24	9.46	9.68	9.90	10.12	10.34	10.56	10.78
50	11.00	11.22	11.44	11.66	11.88	12.10	12.32	12.54	12.76	12.98
60	13.20	13.42	13.64	13.86	14.08	14.30	14.52	14.74	14.96	15.18
70	15.40	15.62	15.84	16.06	16.28	16.50	16.72	16.94	17.16	17.38
80	17.60	17.82	18.04	18.26	18.48	18.70	18.92	19.14	19.36	19.58
90	19.80	20.02	20.24	20.46	20.68	20.90	21.12	21.34	21.56	21.78
100	22.00	22.22	22.44	22.66	22.88	23.10	23.32	23.54	23.76	23.98

Example: Refer to Figure 1-3 for a conversion example.

**IMPERIAL GALLONS INTO LITRES
GALLONS IMPERIAL EN LITRES**

	0	1	2	3	4	5	6	7	8	9
IG.	Lt	Lt	Lt	Lt	Lt	Lt	Lt	Lt	Lt	Lt
0		4.55	9.09	13.64	18.18	22.73	27.28	31.82	36.37	40.91
10	45.46	50.01	54.55	59.10	63.64	68.19	72.74	77.28	81.83	86.37
20	90.92	95.47	100.01	104.56	109.10	113.65	118.20	122.74	127.29	131.83
30	136.38	140.93	145.47	150.02	154.56	159.11	163.66	168.20	172.75	177.29
40	181.84	186.38	190.93	195.48	200.02	204.57	209.11	213.66	218.21	222.75
50	227.30	231.84	236.39	240.94	245.48	250.03	254.57	259.12	263.67	268.21
60	272.76	277.30	281.85	286.40	290.94	295.49	300.03	304.58	309.13	313.67
70	318.22	322.76	327.31	331.86	336.40	340.95	345.49	350.04	354.59	359.13
80	363.68	368.22	372.77	377.32	381.86	386.41	390.95	395.50	400.04	404.59
90	409.14	413.68	418.23	422.77	427.32	431.87	436.41	440.96	445.50	450.05
100	454.60	459.14	463.69	468.23	472.78	477.33	481.87	486.42	490.96	495.51

Example: Refer to Figure 1-3 for a conversion example.

Figure 1-6 Volume Conversions

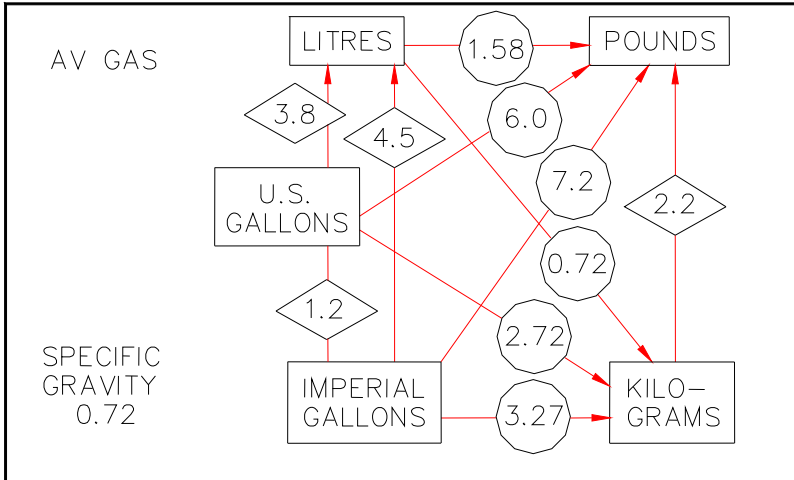


Figure 1-7 Quick Conversions

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