

part 6—C-121G CRUISE

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SCOPE.

C-121G charts and tables are provided here as aids to efficient flight planning. They permit evaluation and selection of specific methods of operation most suited to assigned missions. (Refer to Part 5 for EC-121 cruise performance). The text material that follows applies only to C-121G aircraft.

Refer to Part 5 for a detailed description of the charts and their use as well as general cruise-control information.

Composite cruising charts are shown first. These allow a rapid survey of the combinations of operating weight, speed, and altitude combinations available. The accompanying fuel flow data allows a quick evaluation of the economy of any proposed type of operation. Moreover, the composite charts can be used prior to or during flight for any type of cruise control schedule.

Operating tables and time-and-distance prediction charts included at the end of this part summarize performance for several types of range and endurance speed schedules. Summarized range values include allowances for primary heat exchanger scoop and exit door drag. Most economical engine operation is obtained with lean mixture at 2500 rpm or less. The procedure for manual leaning is given in the Section VII. The manual spark control should be placed in the RETARD position for all operations at greater than 2400 rpm in high blower and 2500 rpm in low blower.

DRAG CONVERSION CHART.

Refer to Part 5 for the description and use of the drag conversion chart, since it is applicable to both aircraft.

COMPOSITE CRUISING CHARTS.

The Composite Cruising Charts (figures A6-1 through A6-7) cover four-, three-, and two-engine operation, respectively. Use of these charts permits rapid determination of level-flight speeds, power settings, and fuel flows for any given weight and density altitude. Power settings required for various cruising speed schedules may be determined rapidly by superimposing the desired cruising speed schedule on the center portion of the chart. Required power schedules and resultant fuel flows may be read directly above and below the speed-schedule line opposite the desired flight altitude.

Separate charts are furnished for use with either low or high blower and AUTO RICH or 10-/15-percent lean mixtures. Power settings obtained from these charts apply directly to the inboard engines and include a 50-rpm allowance in full throttle. An allowance of 5 BMEP must be made between inboard and outboard engines in part throttle to account for normal cabin supercharger power requirements. The fuel flow values shown on the lower portion of these charts are those which correspond to the power settings and altitudes as shown on the upper section of the charts.

Performance shown on these charts will be obtained if the aircraft is flown in the following configuration: wing flaps and landing gear retracted, cowl and oil cooler flaps in the minimum-drag position, and the primary heat exchanger scoops and exit doors open. The effect of other settings on airspeed or power required may be determined from figure A5-1.

MILES PER POUND OF FUEL CHARTS.

C-121G miles-per-pound charts are included in this section as figures A6-8 through A6-26. Data are included for four-, three-, and two-engine operation for weights from 80,000 to 145,000 pounds, except where limited by power available, and for density altitudes from sea level to 25,000 feet, in 5000-foot increments.

TIME-AND-DISTANCE PREDICTION CHARTS.

The time-and-distance charts summarize range available and flight time for operation at airspeed schedules and aircraft configurations shown on the charts.

Note

The data shown does not include any allowance for time, distance, or fuel used during climb.

Refer to Part 5 for description and the method to use for these charts.

OPERATING TABLES.

C-121G operating tables are presented for long range cruise and maximum cruise power. These tables are similar to those described in Part 5 but reflect C-121G cruise performance in configurations shown on the nautical miles per pound of fuel charts.

BASIS FOR RANGE PREDICTION.

The performance which can be obtained with any power schedule is a function of many variables, including

airspeed, gross weight, mixture setting, cowl flap position, power schedule, altitude, temperature, and number of engines operating. Each has an effect on overall performance which can be expressed in terms of distance flown per unit of fuel used, or fuel economy, which is a direct measure of the efficiency with which the aircraft is being operated. Refer to Part 5 for a detailed description of these effects.

AUTO RICH and lean mixture cruise performance is given for airspeeds ranging from maximum endurance to maximum continuous power operation. Power schedules are shown on the miles-per-pound charts in terms of inboard engine power. Limit manifold pressures are included.

Power-available schedules were derived from the Standard Day Power Available curve. Full throttle cruising power settings have been adjusted by a 50-rpm allowance to compensate for possible decrease in full throttle power available due to engine wear or operation with air temperature above standard. Fuel consumption values were obtained from the fuel flow curves for operation with AUTO RICH and lean mixture settings (Part 2). If power required for full-throttle cruise can be obtained at less than charted values, a lower rpm should be used to conserve fuel.

CRUISE CONTROL SCHEDULES.

The several basic types of cruise control procedures that can be used were discussed in Part 5. However, the C-121G long range cruise schedules are simplified schedules which provide approximately 99 percent maximum miles per pound of fuel used. They are as follows:

Four Engines, Low Blower.

190 knots EAS at 116,000 lb \pm 1/2 knot/1000 lb increase or decrease in weight.

Four Engines, High Blower.

185 knots EAS at 116,000 lb \pm 1/2 knots/1000 lb (except 180 knots EAS minimum average speed).

Three Engines, Low and High Blower.

180 knots EAS at 116,000 lb \pm 1/2 knots/1000 lb (except 170 knots EAS minimum average speed).

Two Engines, Low Blower.

160 knots EAS.

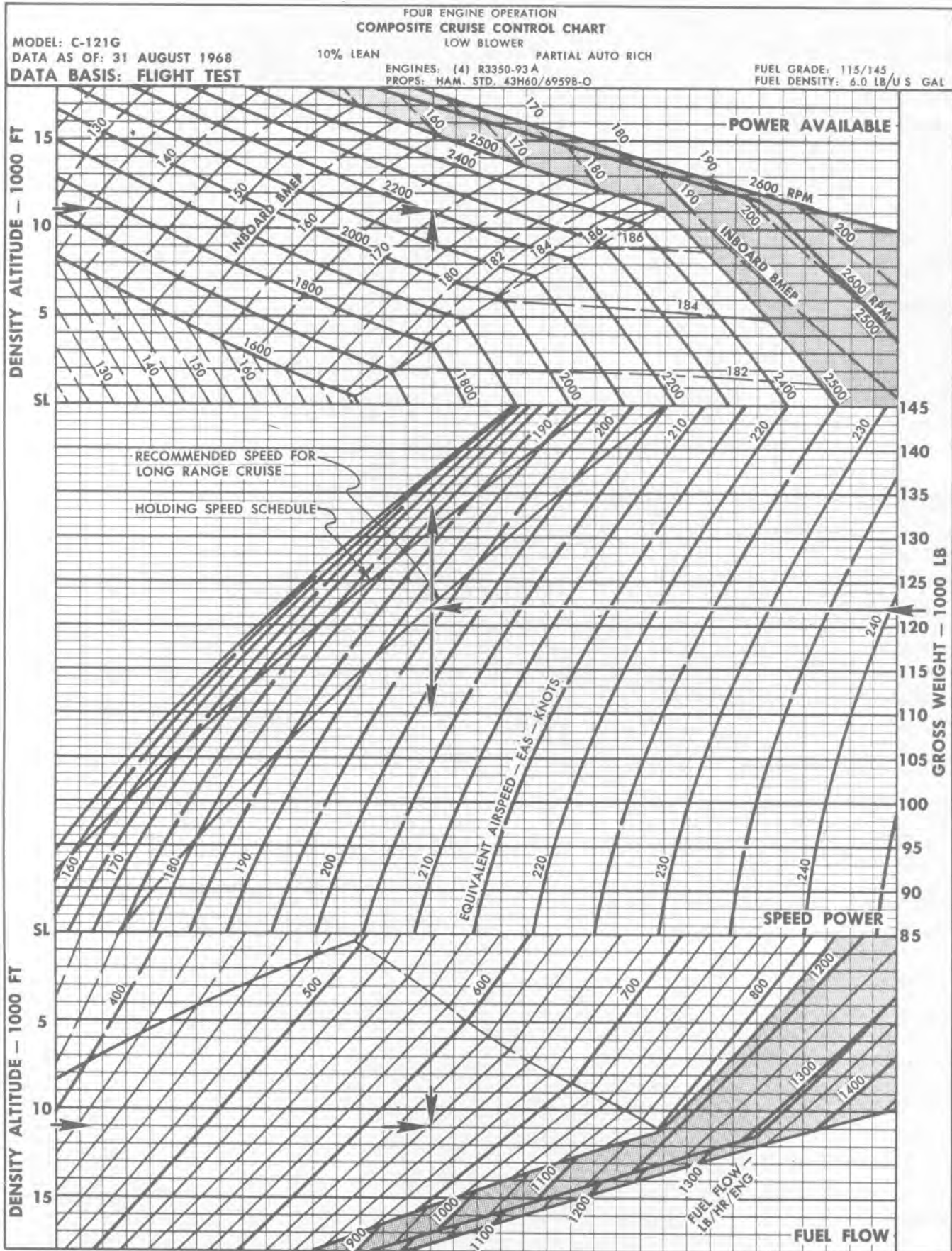


Figure A6-1

FOUR ENGINE OPERATION
COMPOSITE CRUISE CONTROL CHART
 LOW BLOWER

MODEL: C-121G
 DATA AS OF: 31 AUGUST 1968
 DATA BASIS: FLIGHT TEST

AUTO RICH
 ENGINES: (4) R3350-93A
 PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
 FUEL DENSITY: 6.0 LB/U S GAL

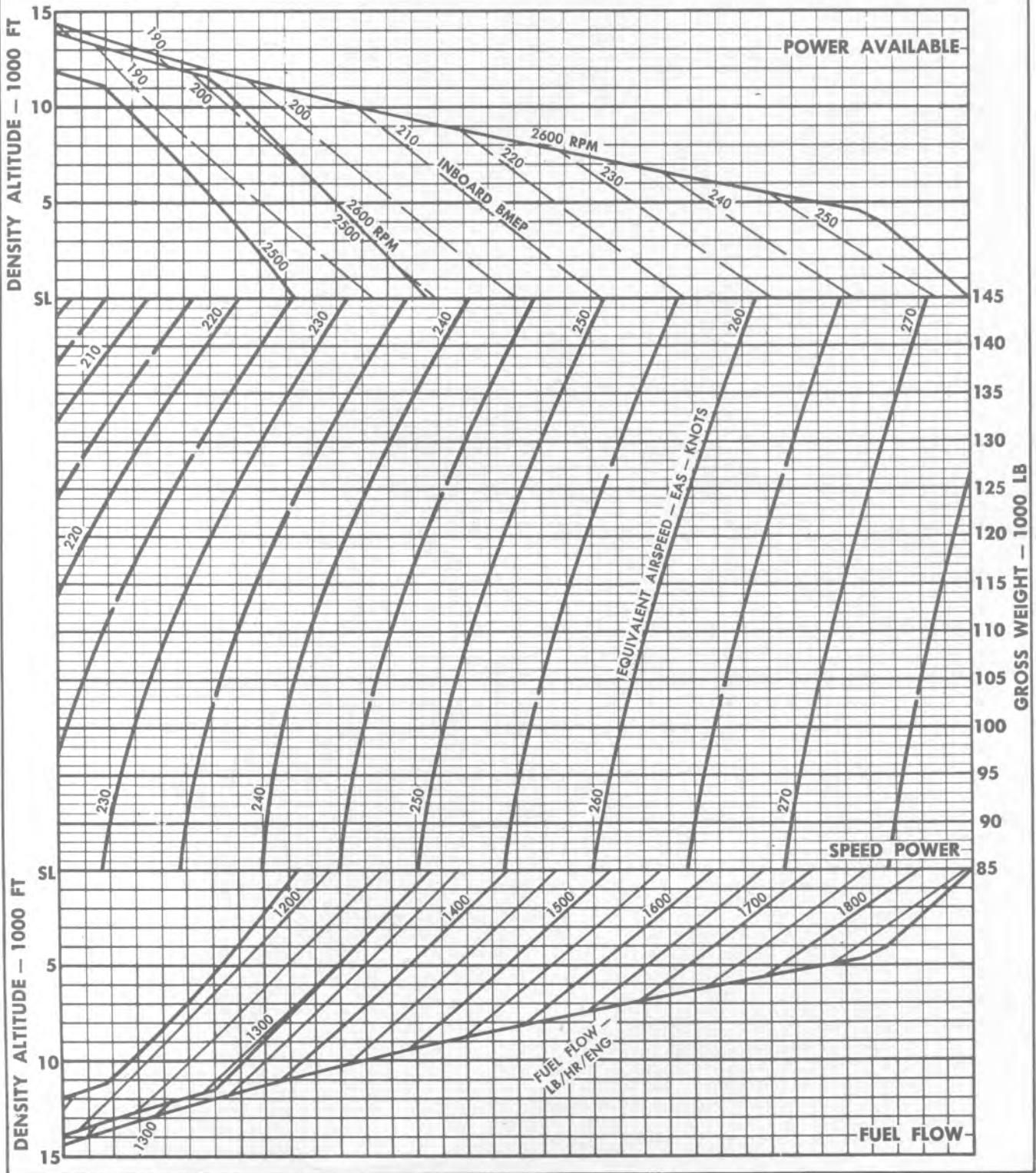


Figure A6-2

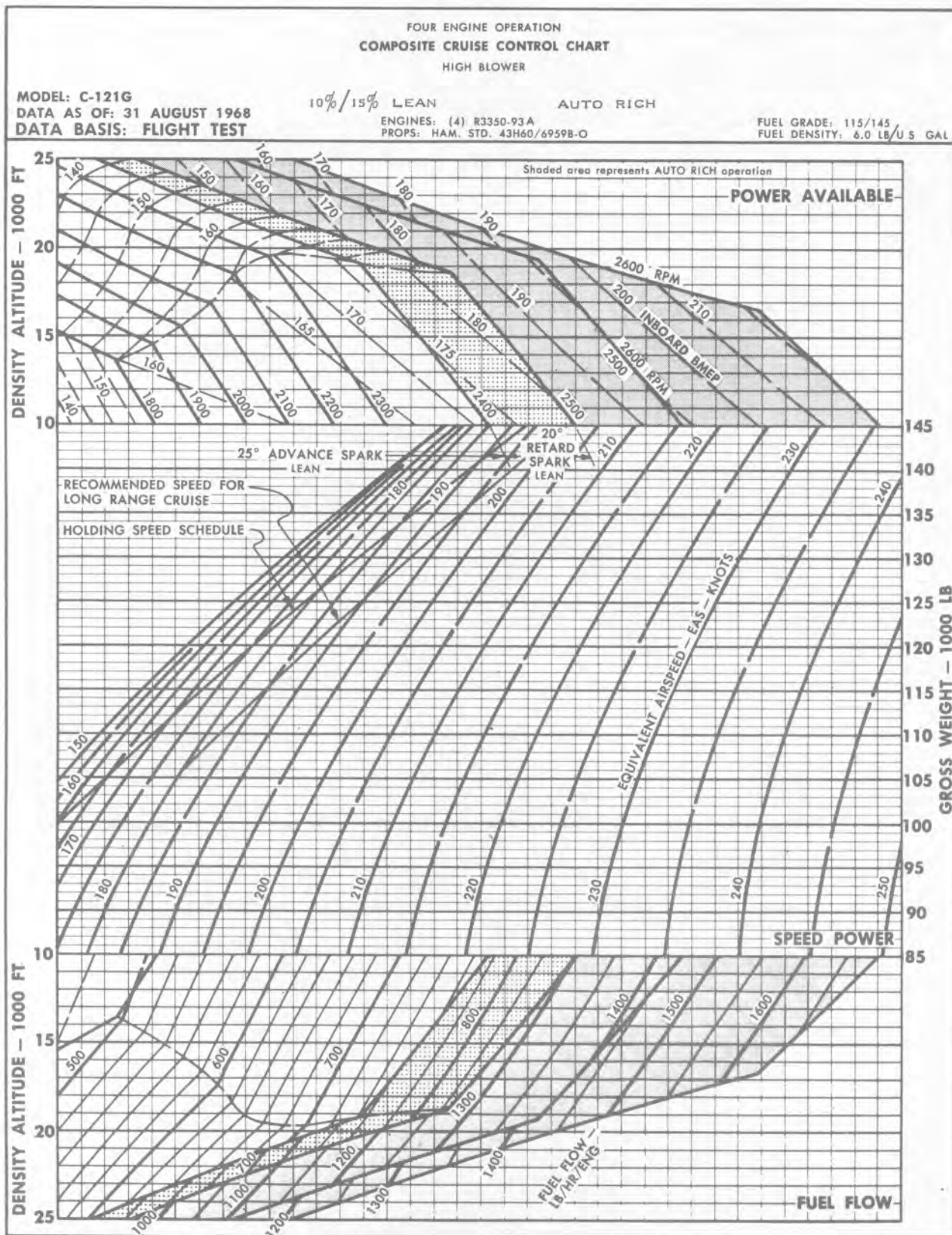


Figure A6-3

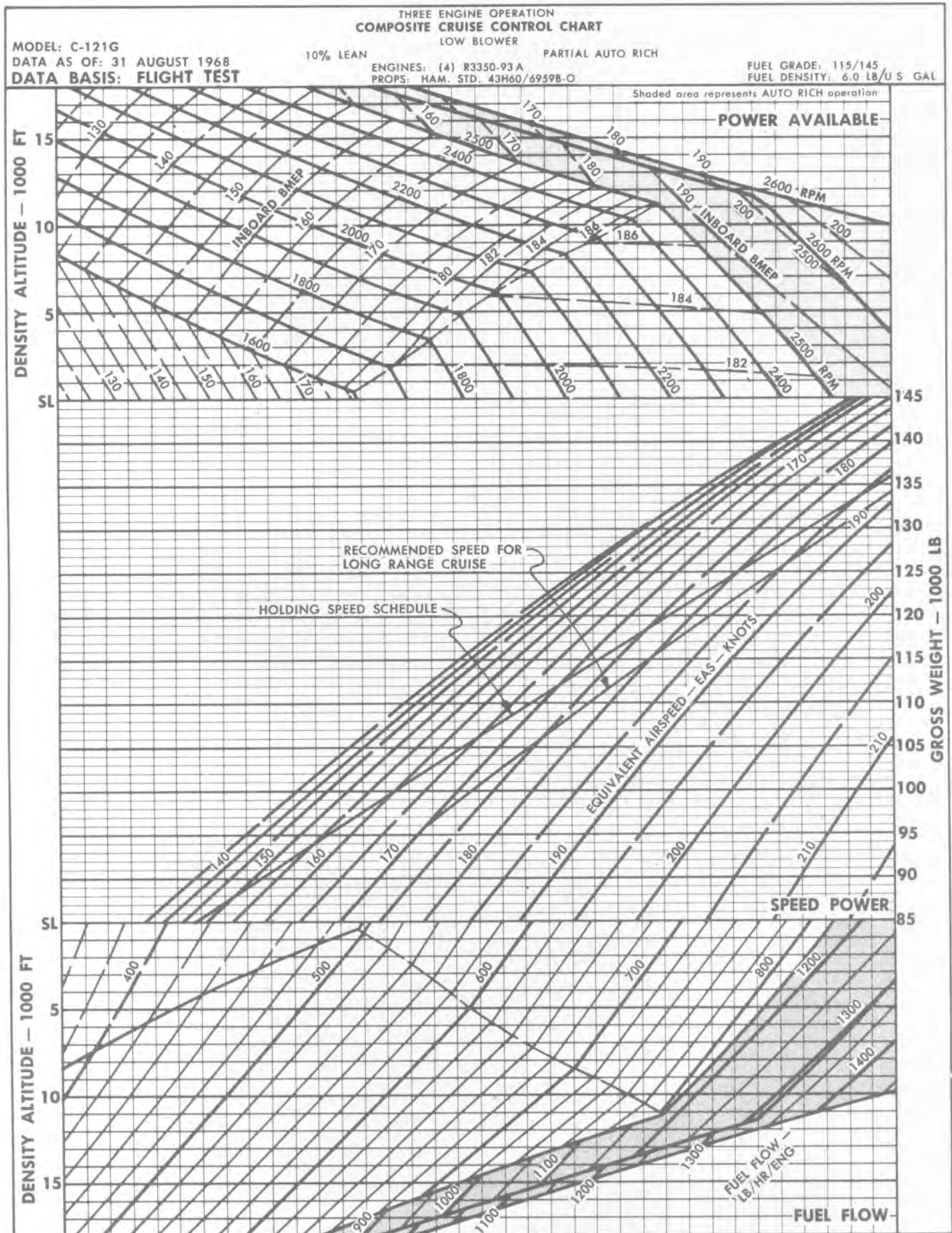


Figure A6-4

THREE ENGINE OPERATION
COMPOSITE CRUISE CONTROL CHART
 LOW BLOWER

AUTO RICH

MODEL: C-121G
 DATA AS OF: 31 AUGUST 1968
 DATA BASIS: FLIGHT TEST

ENGINES: (4) R3350-93A
 PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
 FUEL DENSITY: 6.0 LB/U S GAL

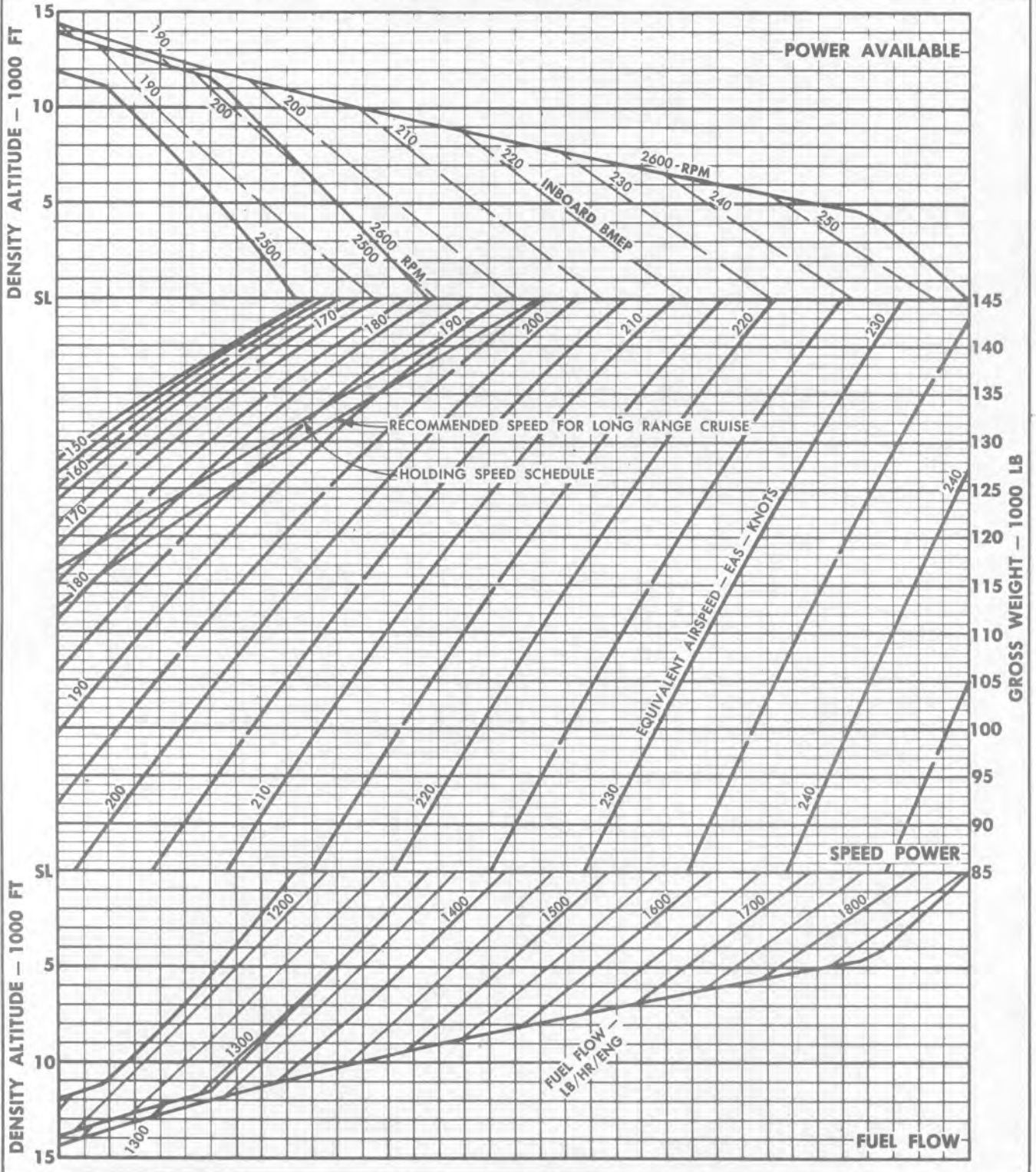


Figure A6-5

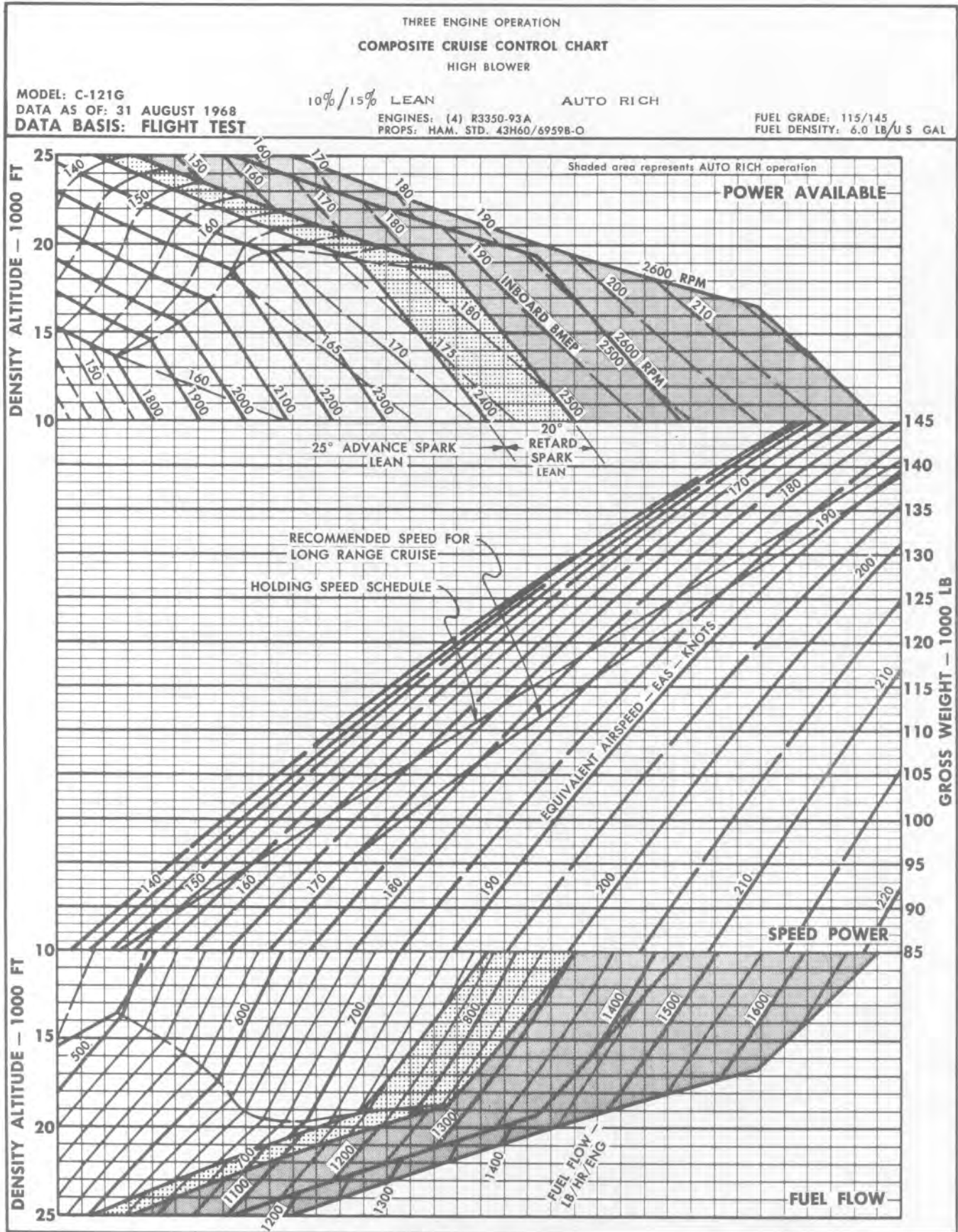


Figure A6-6

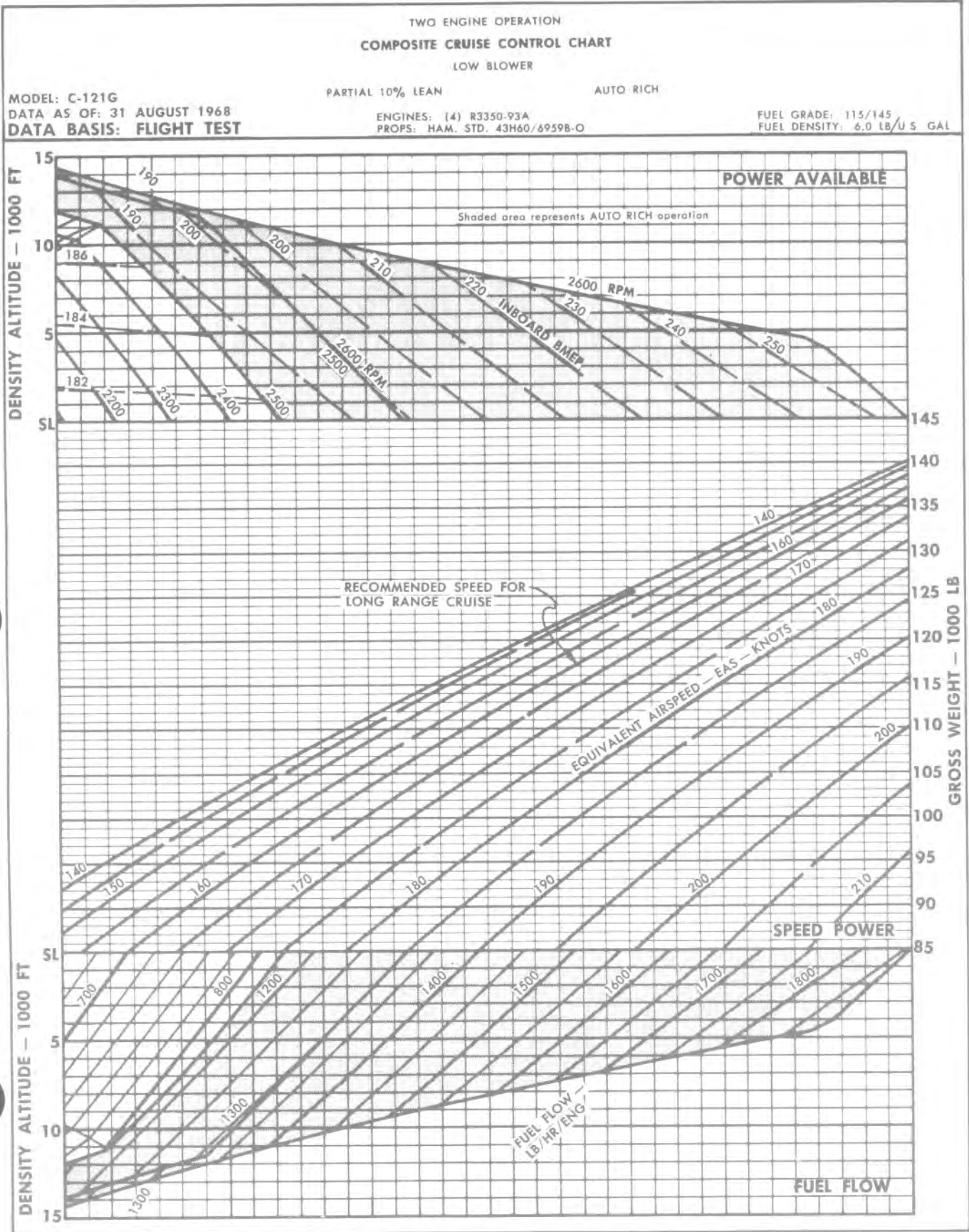


Figure A6-7

FOUR ENGINE OPERATION NAUTICAL AIR MILES PER POUND OF FUEL

SEA LEVEL DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.0000$

LOW BLOWER

ENGINE: (4) R3350-93A

PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145

FUEL DENSITY: 6.0 LB / U S GAL

MODEL: C-121G

DATA AS OF: 31 AUGUST 1968

DATA BASIS: FLIGHT TEST

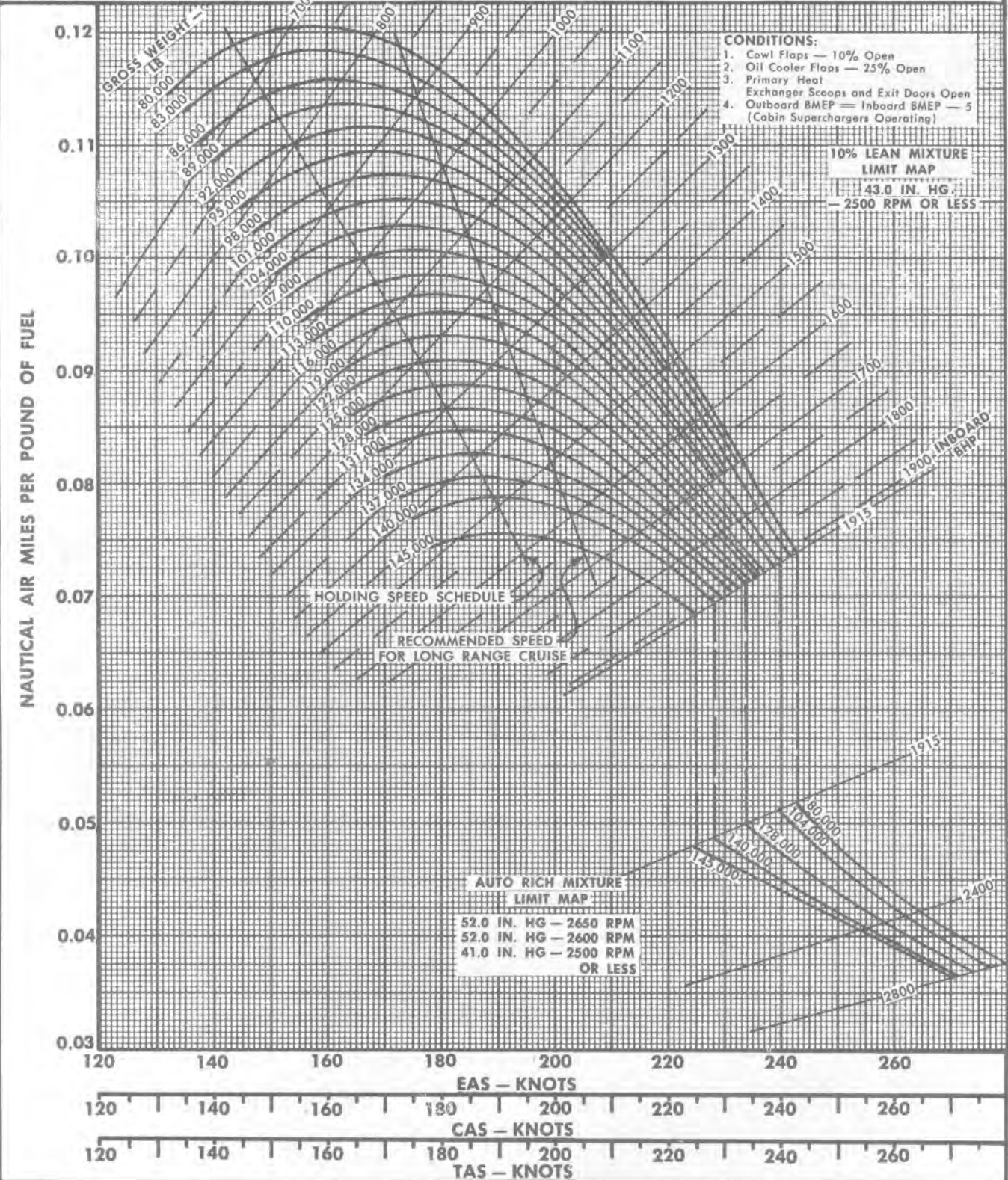


Figure A6-8

FOUR ENGINE OPERATION
NAUTICAL AIR MILES PER POUND OF FUEL
 5,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.0773$

MODEL: C-121G
 DATA AS OF: 31 AUGUST 1968
 DATA BASIS: FLIGHT TEST

LOW BLOWER
 ENGINE: (4) R3350-93A
 PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
 FUEL DENSITY: 6.0 LB / U S GAL

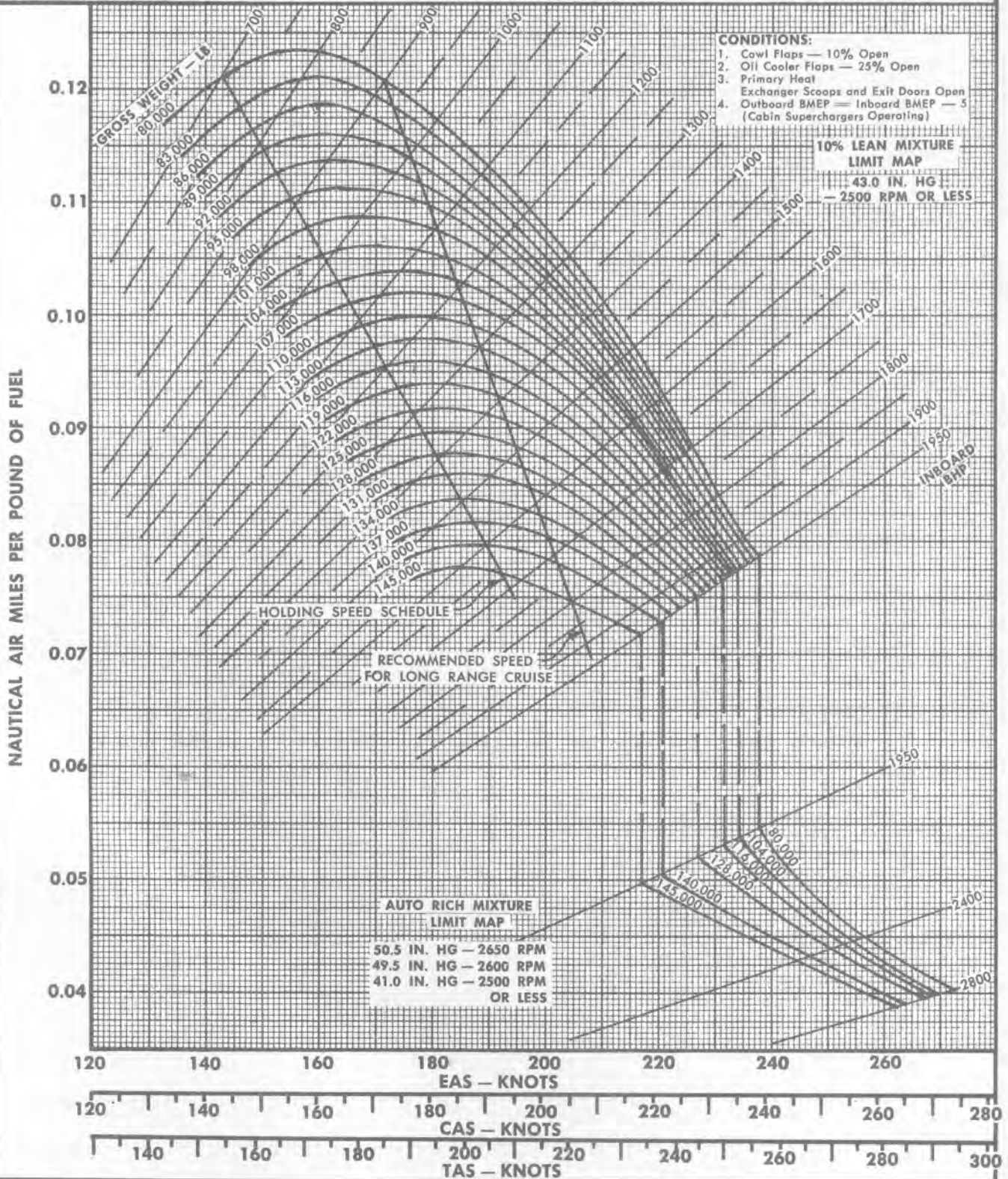


Figure A6-9

FOUR ENGINE OPERATION
NAUTICAL AIR MILES PER POUND OF FUEL
 10,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.1637$

MODEL: C-121G
 DATA AS OF: 31 AUGUST 1968
 DATA BASIS: FLIGHT TEST

LOW BLOWER
 ENGINE: (4) R3350-93A
 PROPS: HAM. STD. 43H60/69598-O

FUEL GRADE: 115/145
 FUEL DENSITY: 6.0 LB / U S GAL

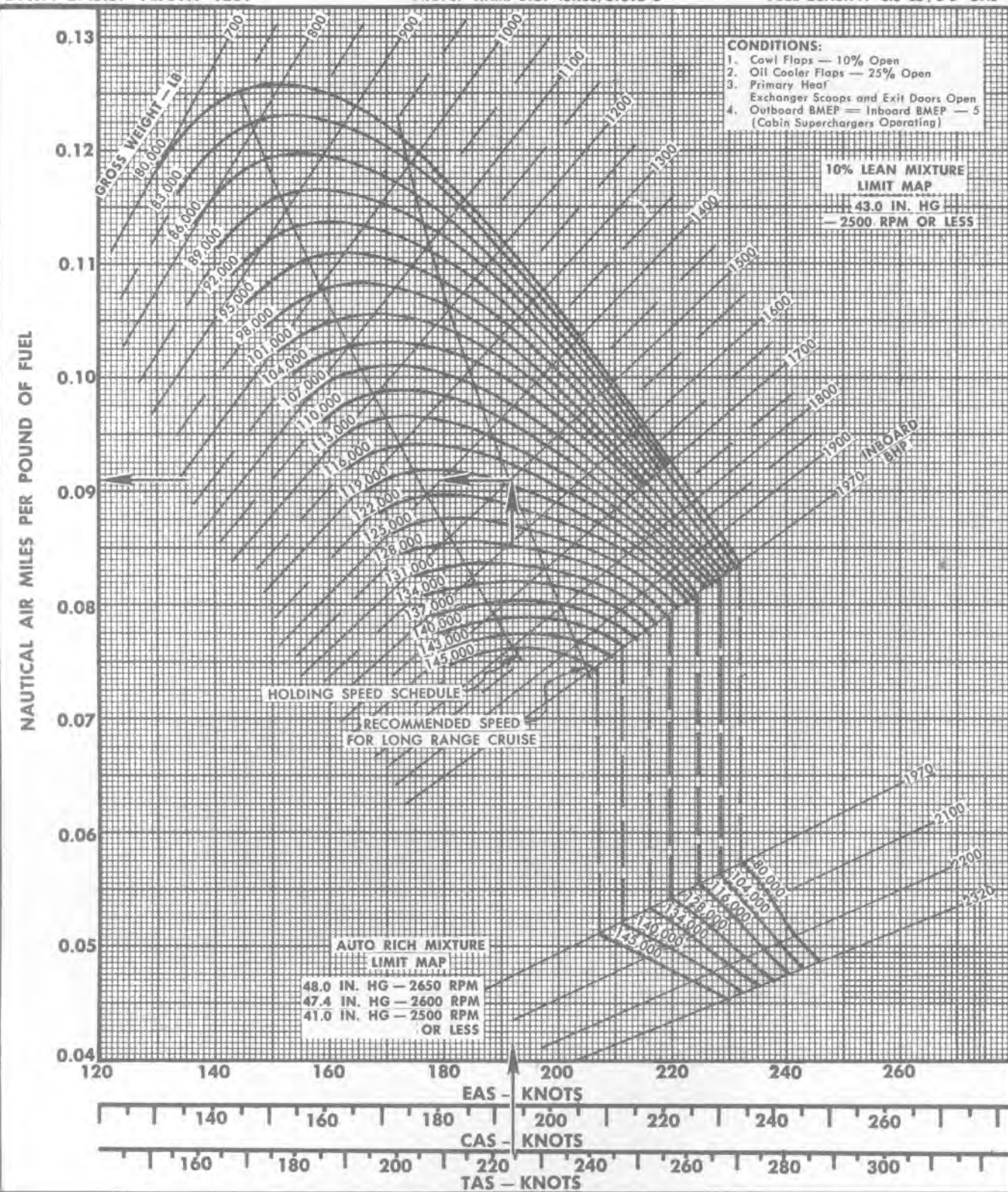


Figure A6-10

FOUR ENGINE OPERATION
NAUTICAL AIR MILES PER POUND OF FUEL
 15,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.2606$

MODEL: C-121G
 DATA AS OF: 31 AUGUST 1968
 DATA BASIS: FLIGHT TEST

LOW BLOWER
 ENGINE: (4) R3350-93A
 PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
 FUEL DENSITY: 6.0 LB / U S GAL

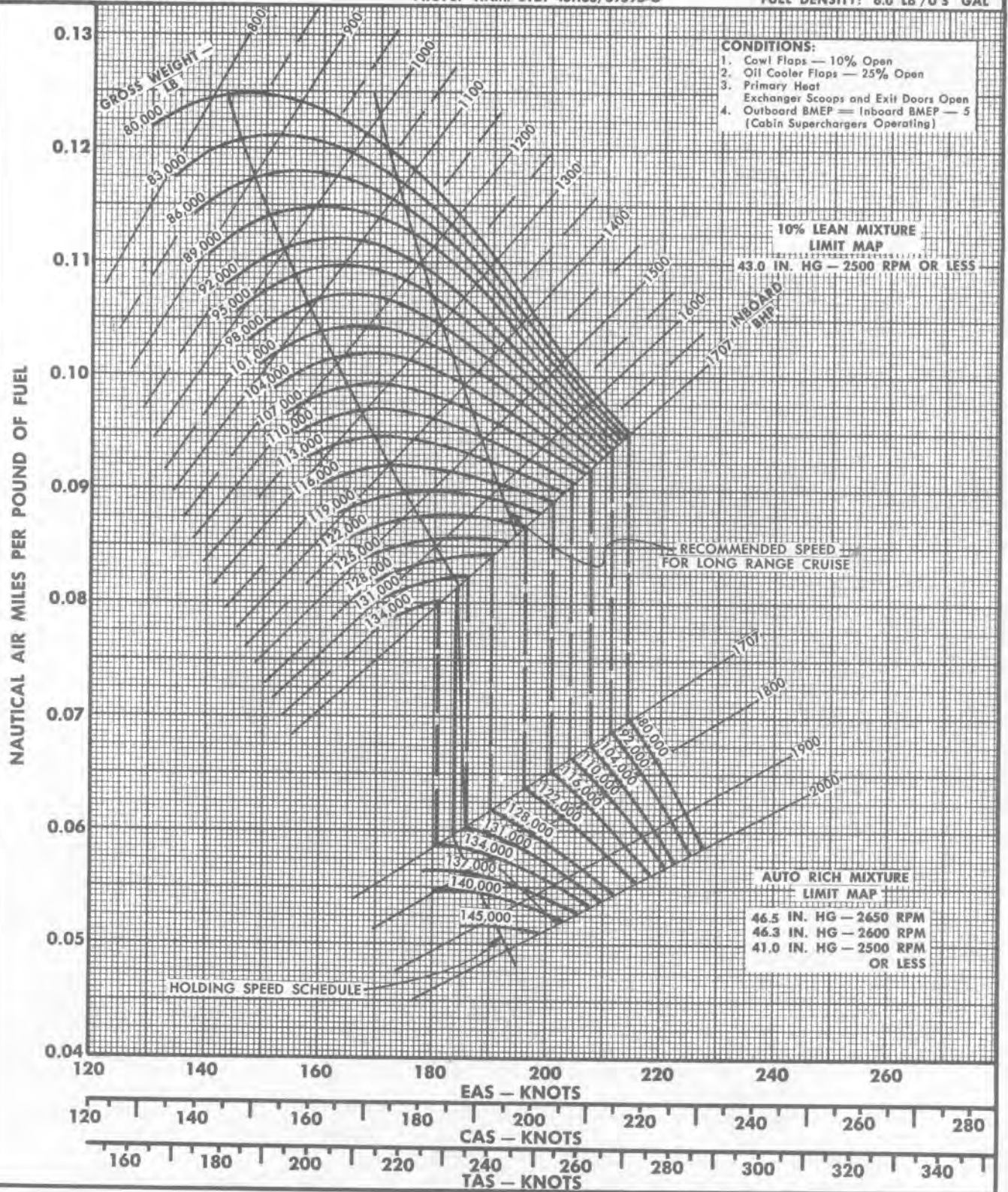


Figure A6-11

FOUR ENGINE OPERATION NAUTICAL AIR MILES PER POUND OF FUEL

20,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.3700$

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

LOW BLOWER
ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB / U S GAL

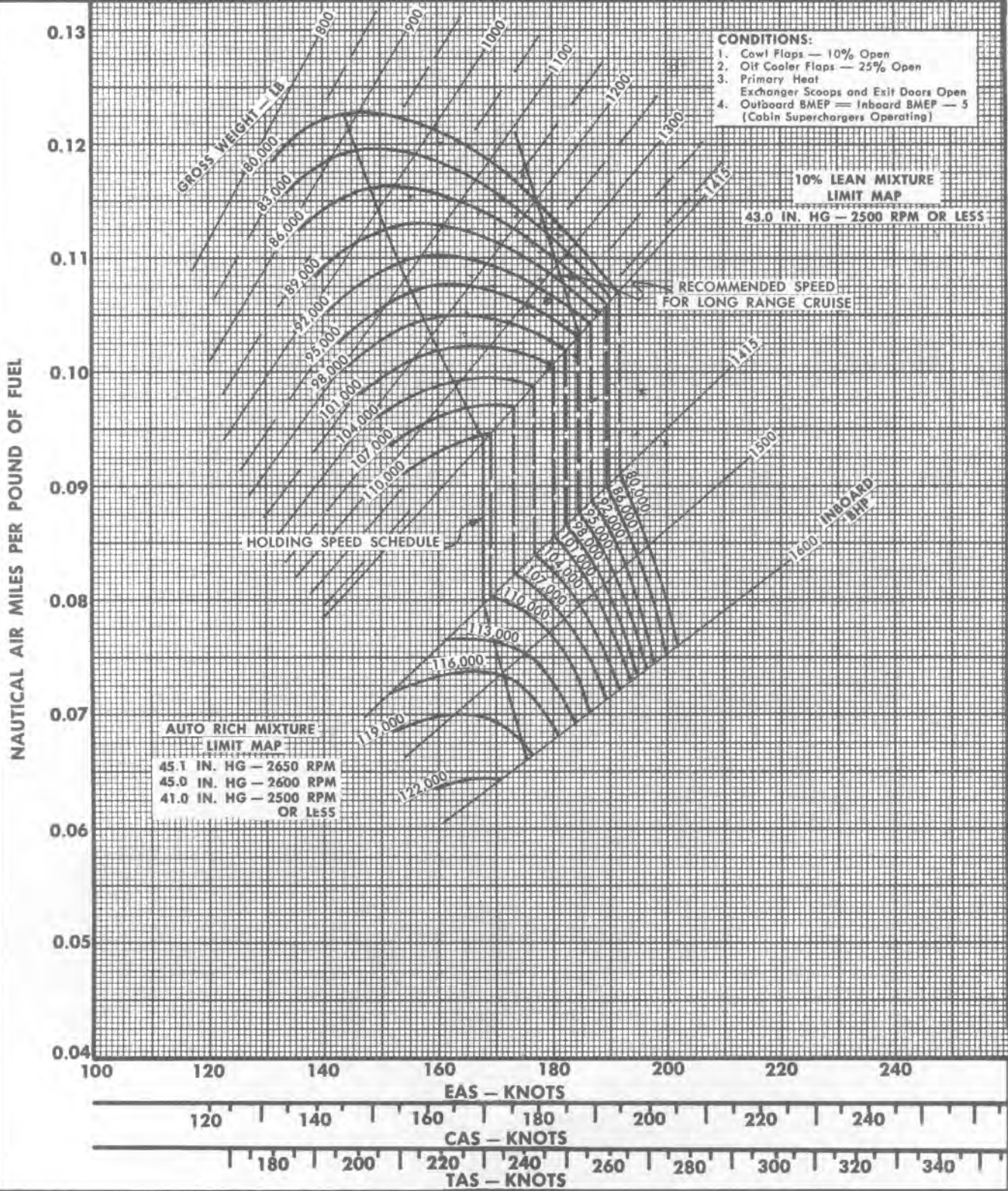


Figure A6-12

FOUR ENGINE OPERATION NAUTICAL AIR MILES PER POUND OF FUEL

10,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.1637$

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

HIGH BLOWER
ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB/U.S. GAL

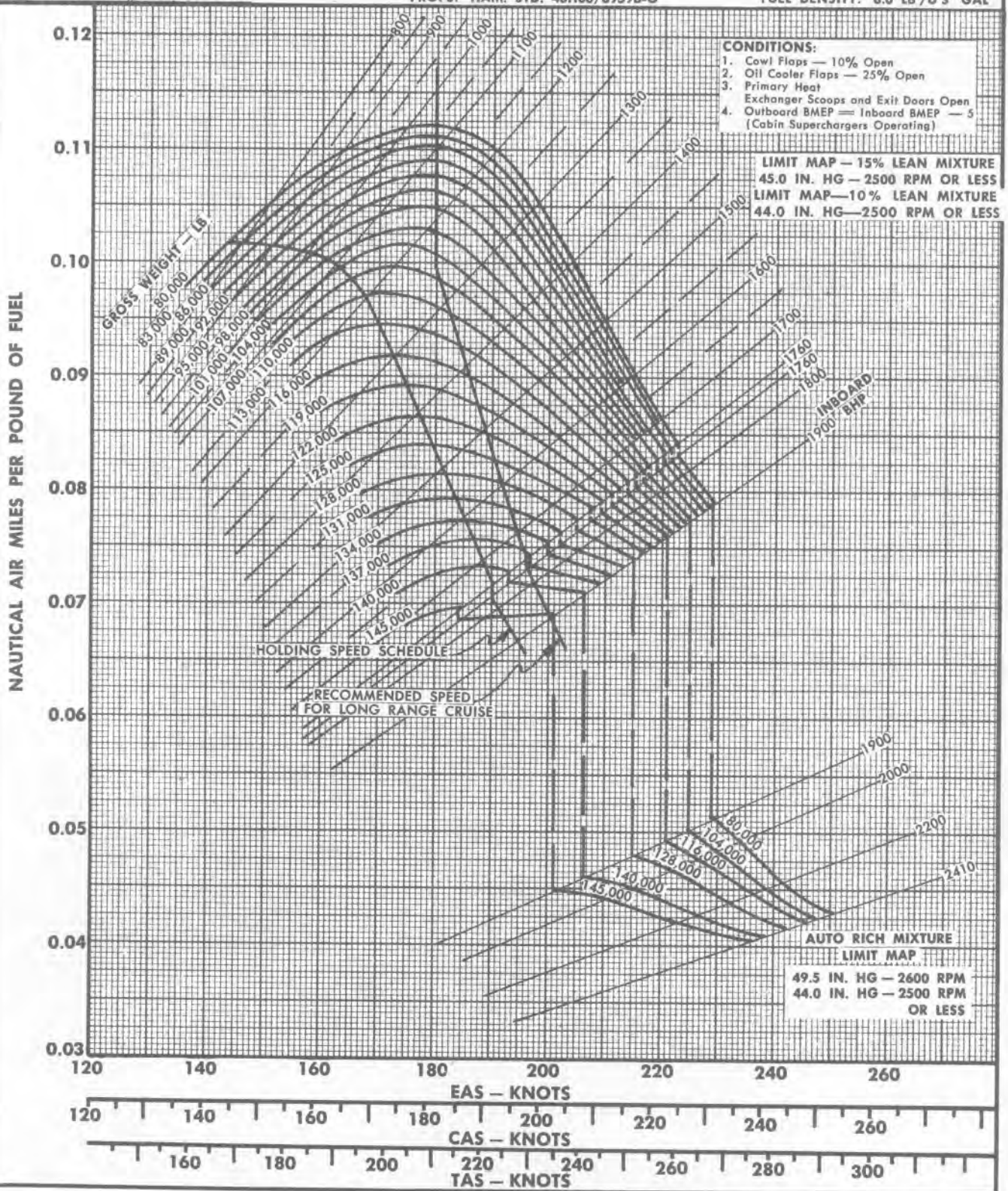


Figure A6-13

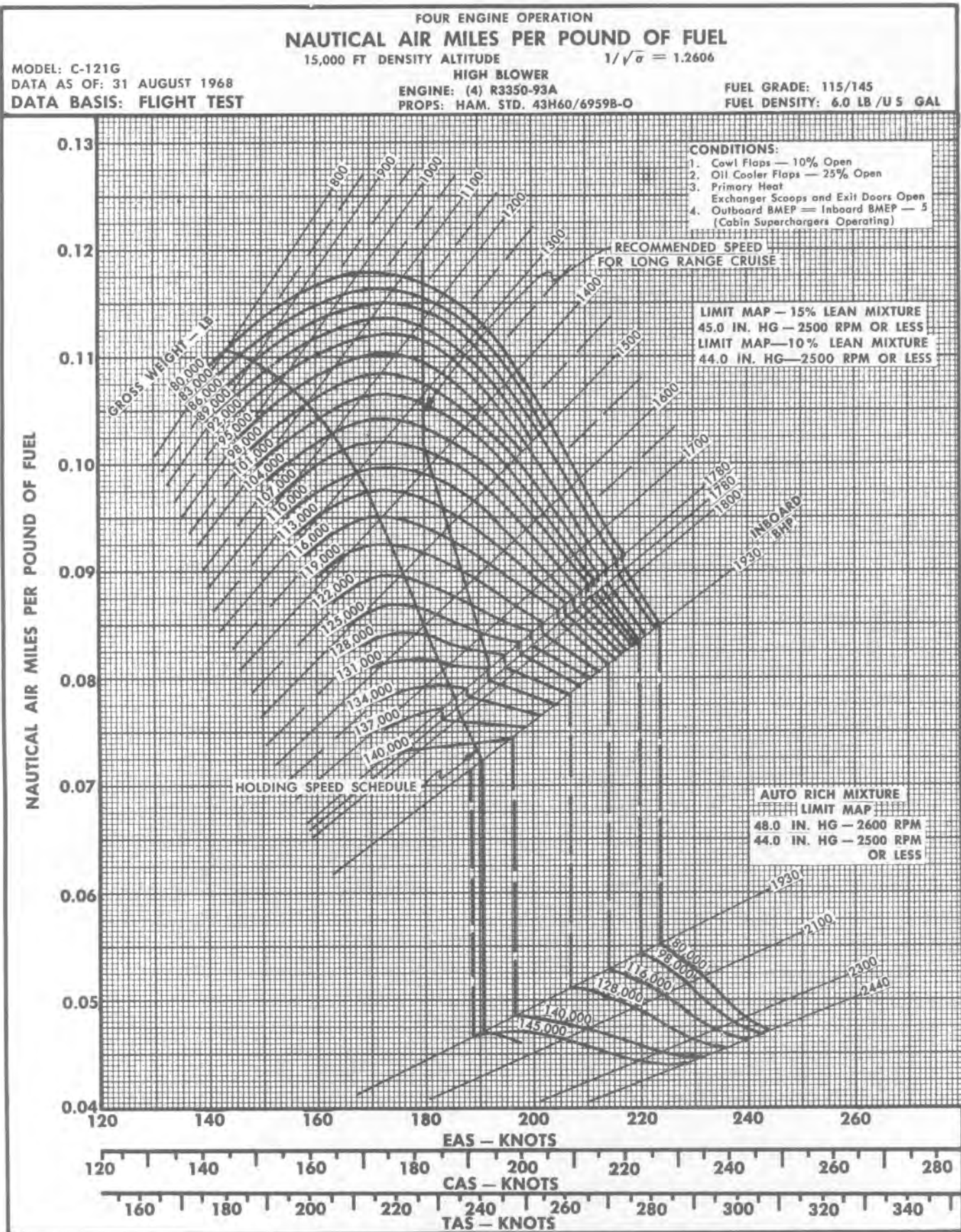


Figure A6-14

FOUR ENGINE OPERATION NAUTICAL AIR MILES PER POUND OF FUEL

MODEL: C-121G
 DATA AS OF: 31 AUGUST 1968
 DATA BASIS: FLIGHT TEST

20,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.3700$
 HIGH BLOWER
 ENGINE: (4) R3350-93A
 PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
 FUEL DENSITY: 6.0 LB/U.S. GAL

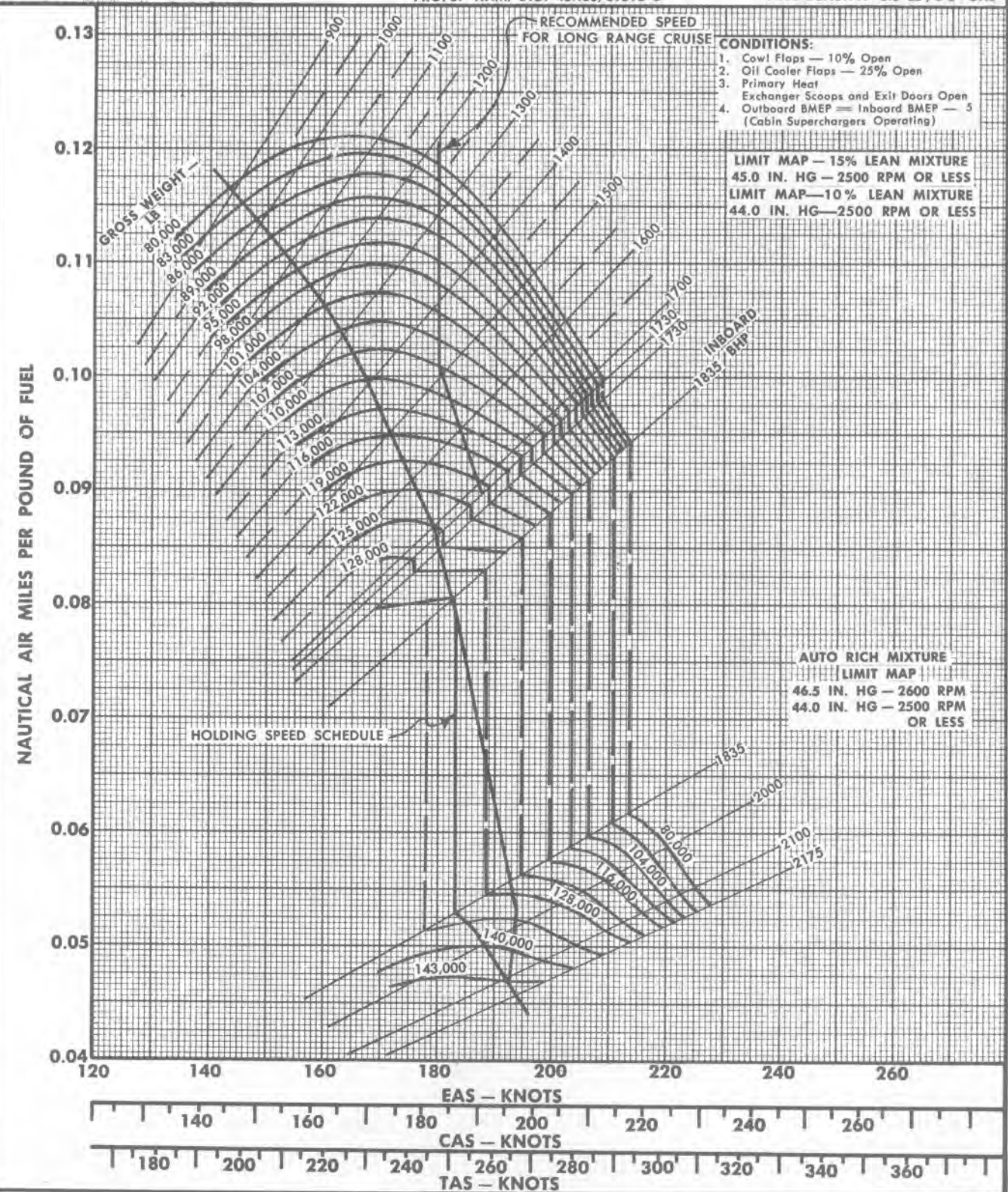


Figure A6-15

FOUR ENGINE OPERATION
NAUTICAL AIR MILES PER POUND OF FUEL
 25,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.4938$

MODEL: C-121G
 DATA AS OF: 31 AUGUST 1968
 DATA BASIS: FLIGHT TEST

HIGH BLOWER
 ENGINE: (4) R3350-93A
 PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
 FUEL DENSITY: 6.0 LB / U S GAL

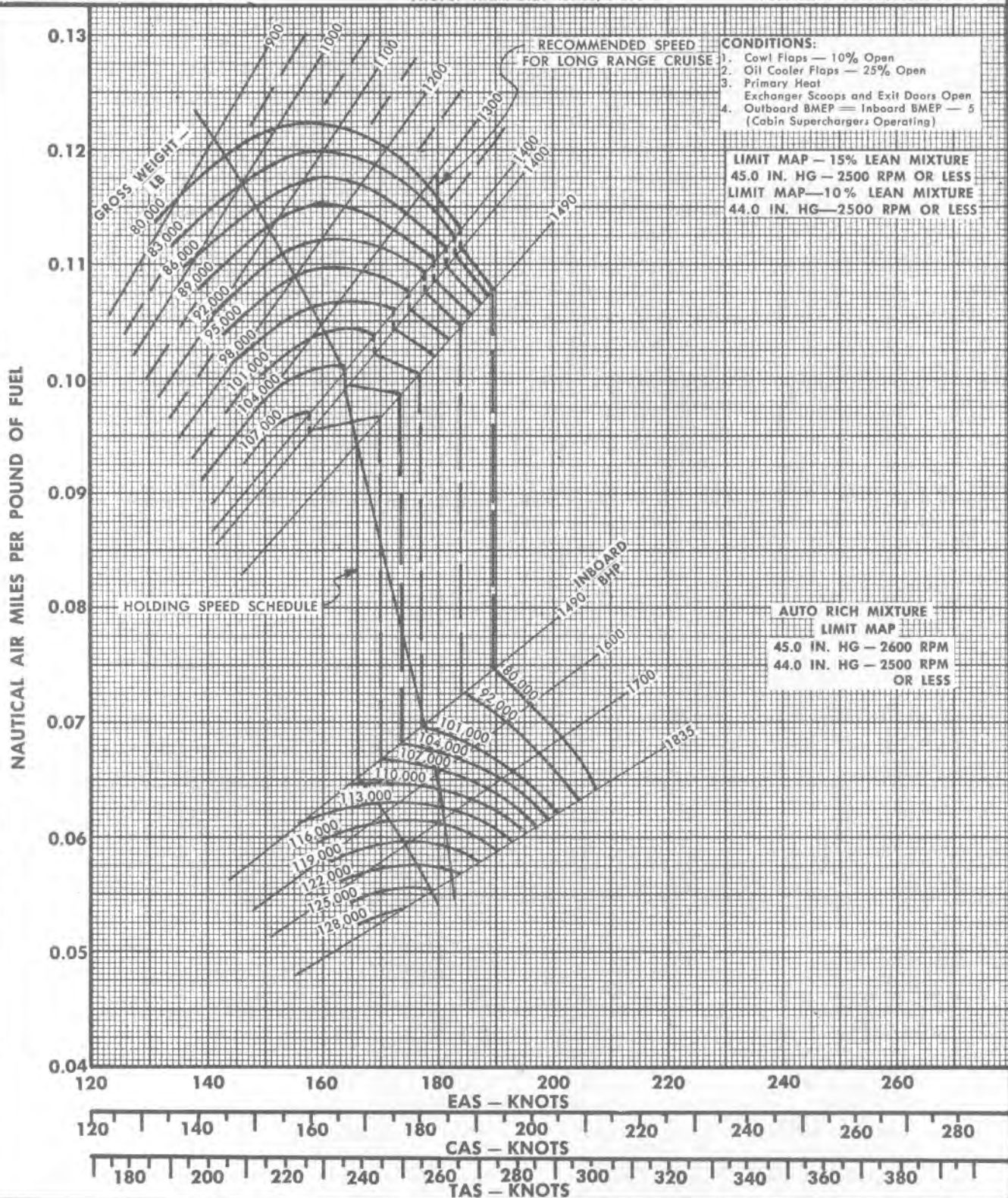


Figure A6-16

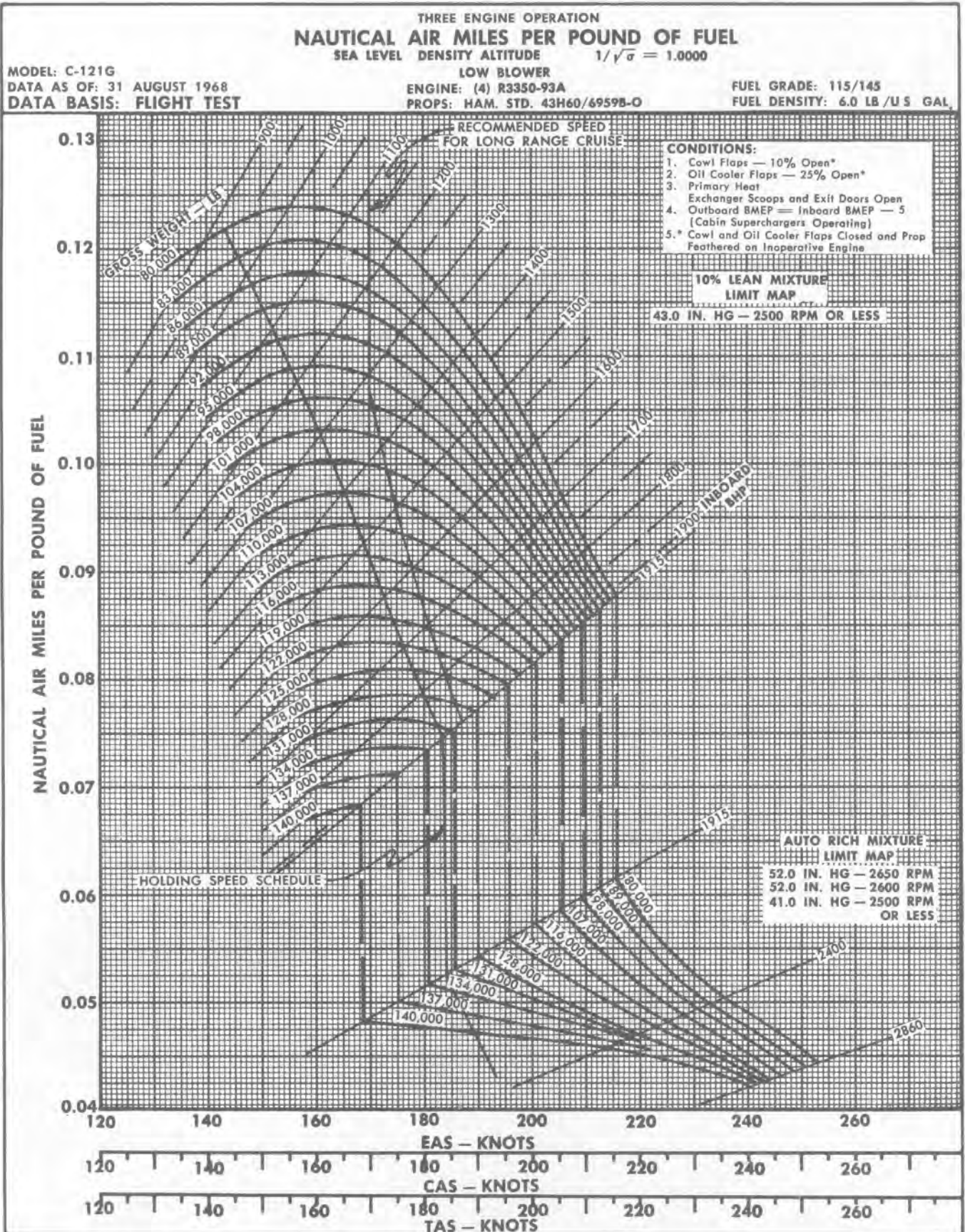


Figure A6-17

THREE ENGINE OPERATION
NAUTICAL AIR MILES PER POUND OF FUEL
 5,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.0773$

MODEL: C-121G
 DATA AS OF: 31 AUGUST 1968
 DATA BASIS: FLIGHT TEST

LOW BLOWER
 ENGINE: (4) R3350-93A
 PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
 FUEL DENSITY: 6.0 LB/U.S. GAL

- CONDITIONS:**
1. Cowl Flaps — 10% Open*
 2. Oil Cooler Flaps — 25% Open*
 3. Primary Heat Exchanger Scoops and Exit Doors Open
 4. Outboard BMEP = Inboard BMEP — 5 (Cabin Superchargers Operating)
 5. * Cowl and Oil Cooler Flaps Closed and Prop Feathered on Inoperative Engine

10% LEAN MIXTURE LIMIT MAP

43.0 IN. HG — 2500 RPM OR LESS

NAUTICAL AIR MILES PER POUND OF FUEL

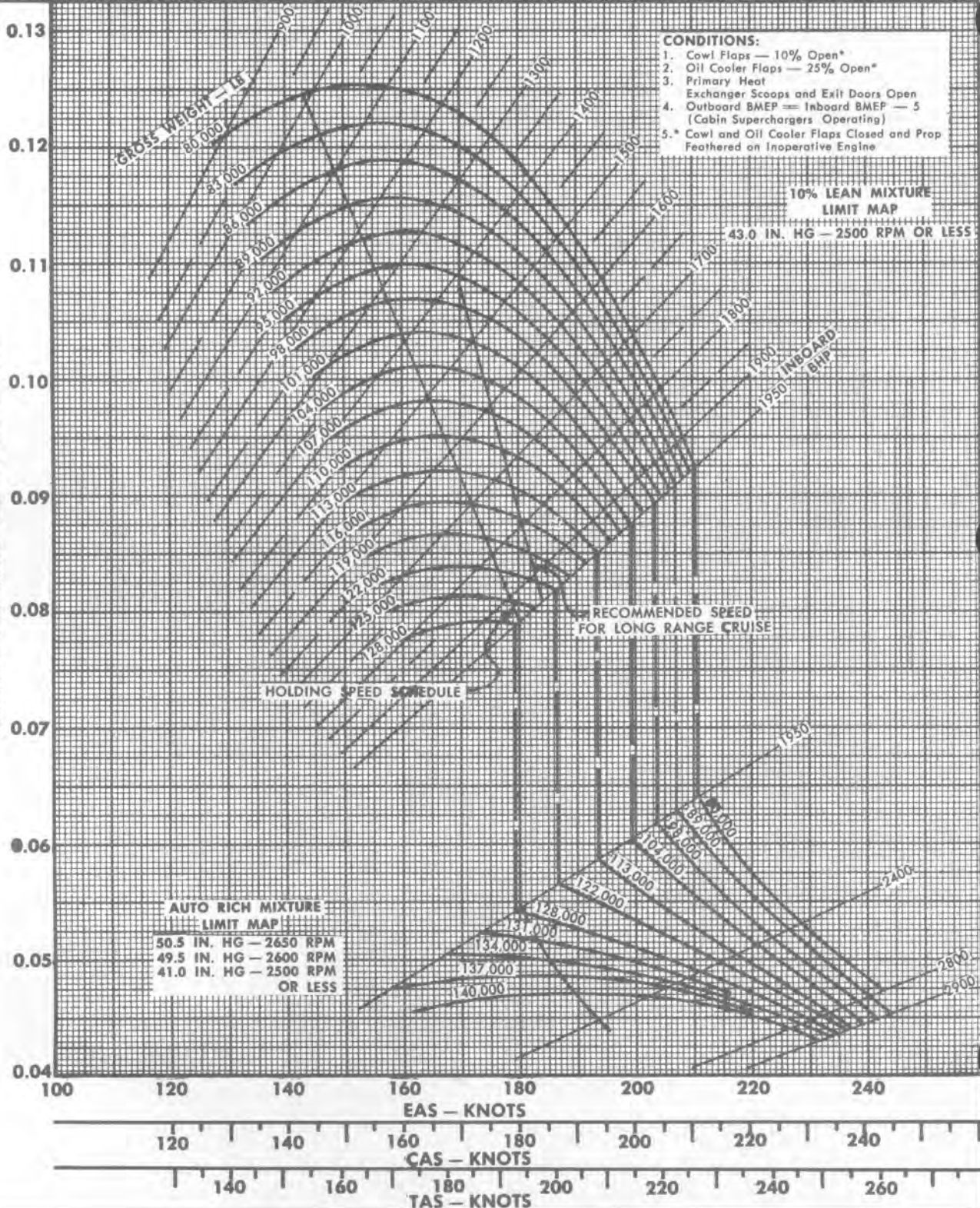


Figure A6-18

THREE ENGINE OPERATION NAUTICAL AIR MILES PER POUND OF FUEL

10,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.1637$
LOW BLOWER

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB / U S GAL

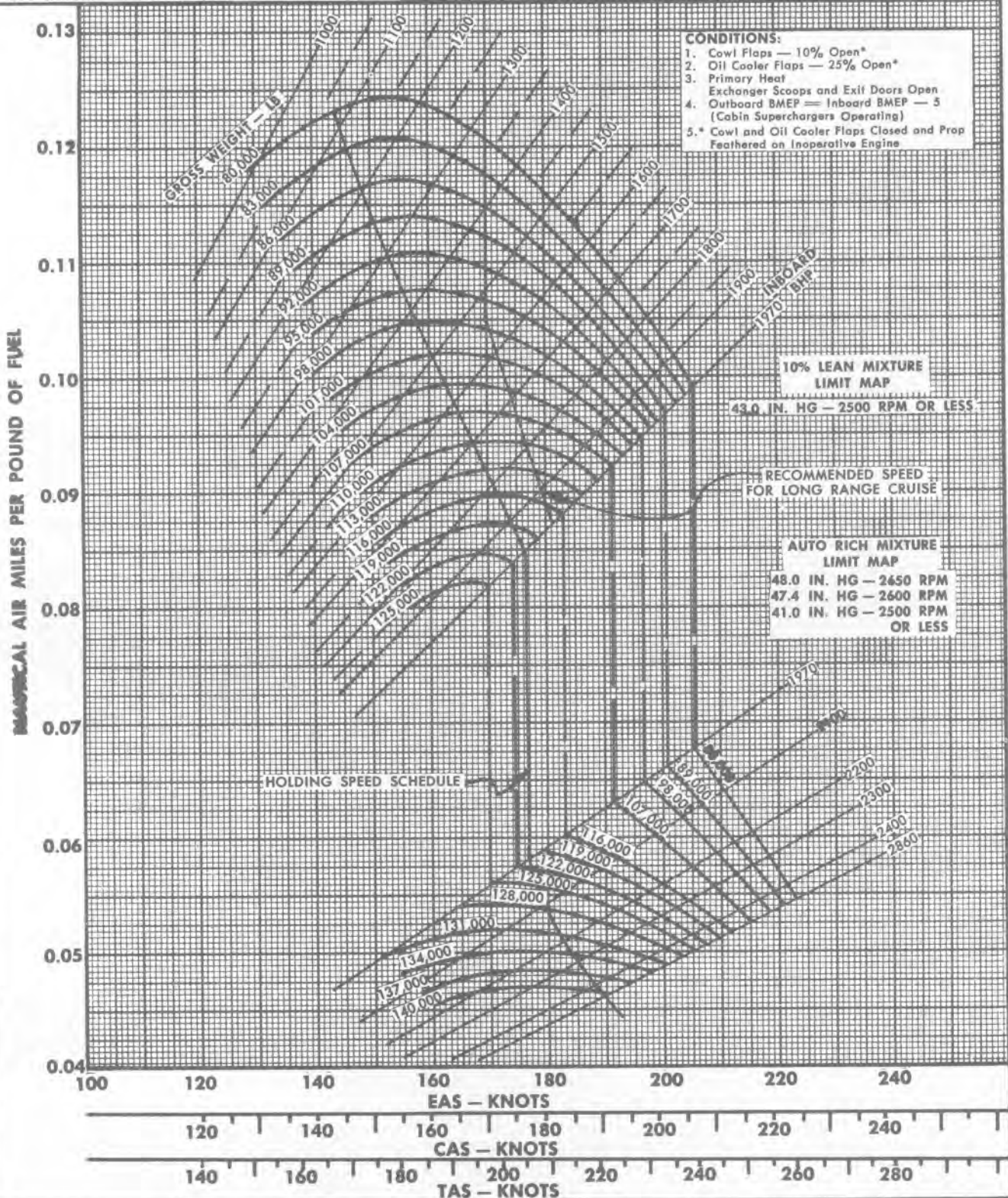


Figure A6-19

THREE ENGINE OPERATION NAUTICAL AIR MILES PER POUND OF FUEL

15,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.2404$

LOW BLOWER

ENGINE: (4) R3350-93A

PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145

FUEL DENSITY: 6.0 LB / U S GAL

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

CONDITIONS:

1. Cowl Flaps — 10% Open*
2. Oil Cooler Flaps — 25% Open*
3. Primary Heat Exchanger Scoops and Exit Doors Open
4. Outboard BMEP = Inboard BMEP — 5 (Cabin Superchargers Operating)
- 5.* Cowl and Oil Cooler Flaps Closed and Prop Feathered on Inoperative Engine

**10% LEAN MIXTURE
LIMIT MAP**

43.0 IN. HG — 2500 RPM OR LESS

* RECOMMENDED SPEED
FOR LONG RANGE CRUISE

**AUTO RICH MIXTURE
LIMIT MAP**

46.5 IN. HG — 2650 RPM
46.3 IN. HG — 2600 RPM
41.0 IN. HG — 2500 RPM
OR LESS

NAUTICAL AIR MILES PER POUND OF FUEL

GROSS WEIGHT — 118
80,000

83,000
84,000
85,000
86,000
87,000
88,000
89,000
90,000
91,000
92,000
93,000
94,000
95,000
96,000
97,000
98,000
99,000
100,000
101,000
102,000
103,000
104,000
105,000
106,000
107,000

HOLDING SPEED SCHEDULE

INBOARD
1707 RPM

1800
1900
2000
2038

0.13
0.12
0.11
0.10
0.09
0.08
0.07
0.06
0.05
0.04

100 120 140 160 180 200 220 240

EAS — KNOTS

120 140 160 180 200 220 240 260

CAS — KNOTS

160 180 200 220 240 260 280 300 320

TAS — KNOTS

Figure A6-20

THREE ENGINE OPERATION
NAUTICAL AIR MILES PER POUND OF FUEL
 10,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.1437$

MODEL: C-121G
 DATA AS OF: 31 AUGUST 1968
 DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
 PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
 FUEL DENSITY: 6.0 LB / U S GAL

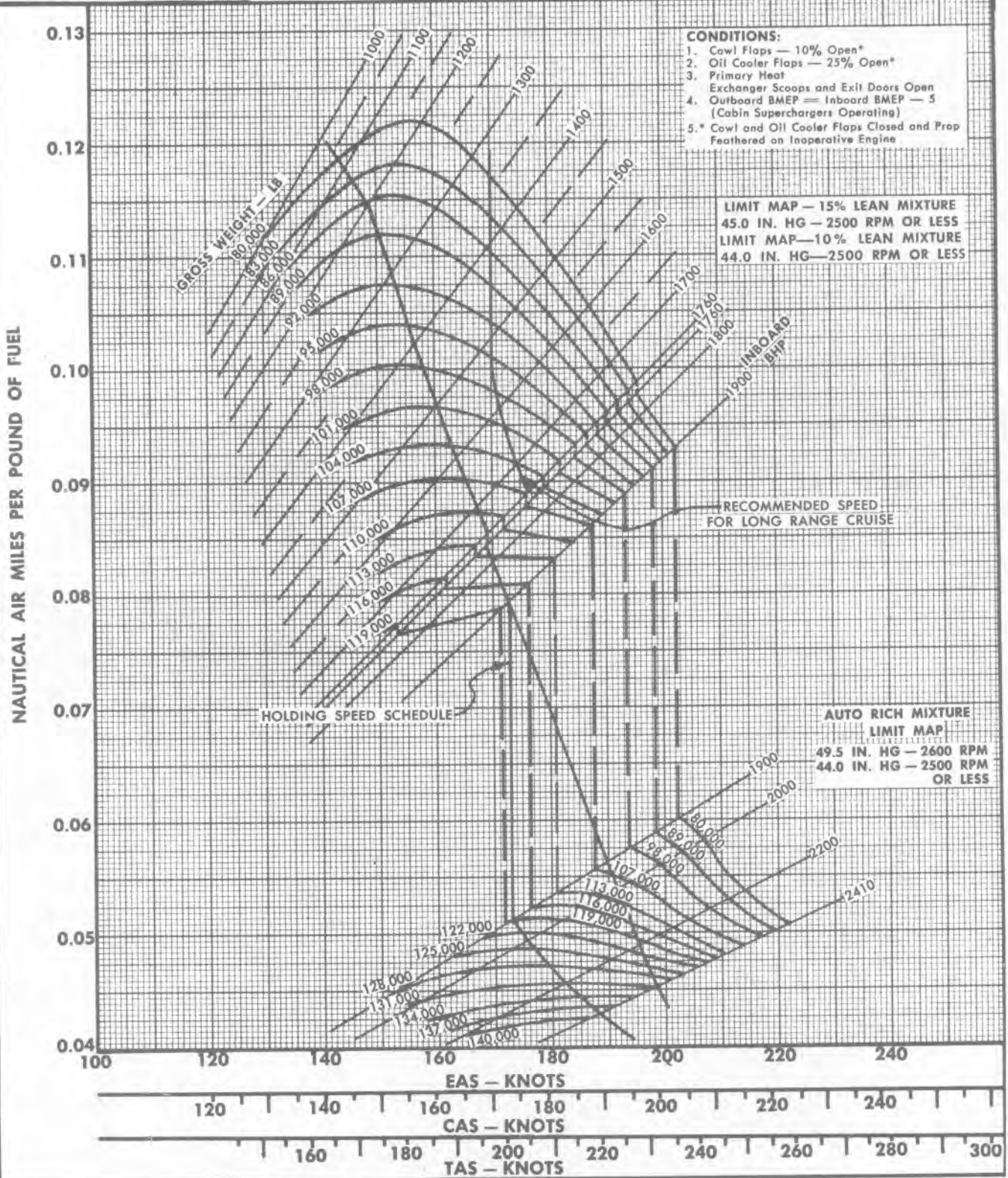


Figure A6-21

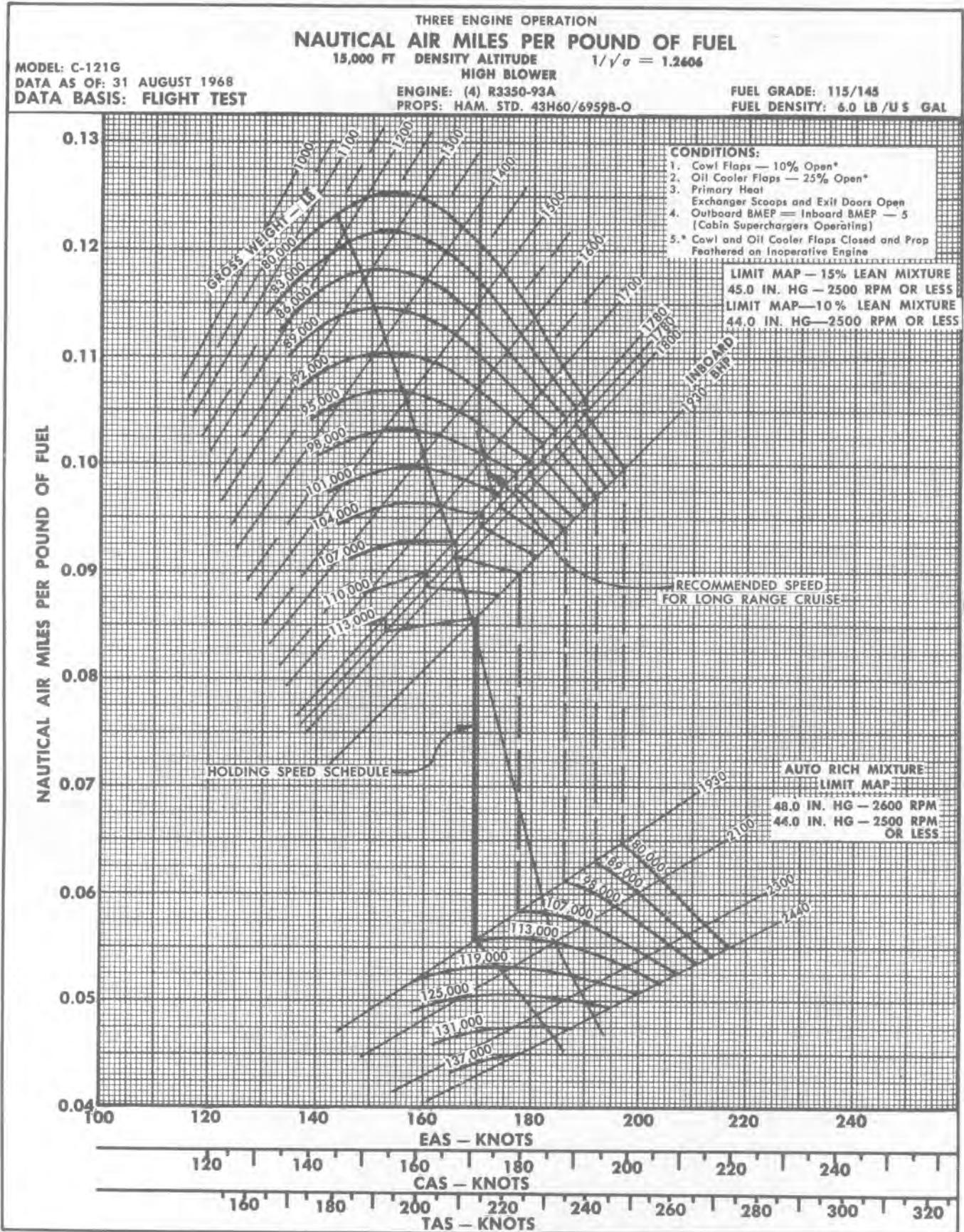


Figure A6-22

THREE ENGINE OPERATION NAUTICAL AIR MILES PER POUND OF FUEL

20,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.3700$
HIGH BLOWER

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB/U S GAL

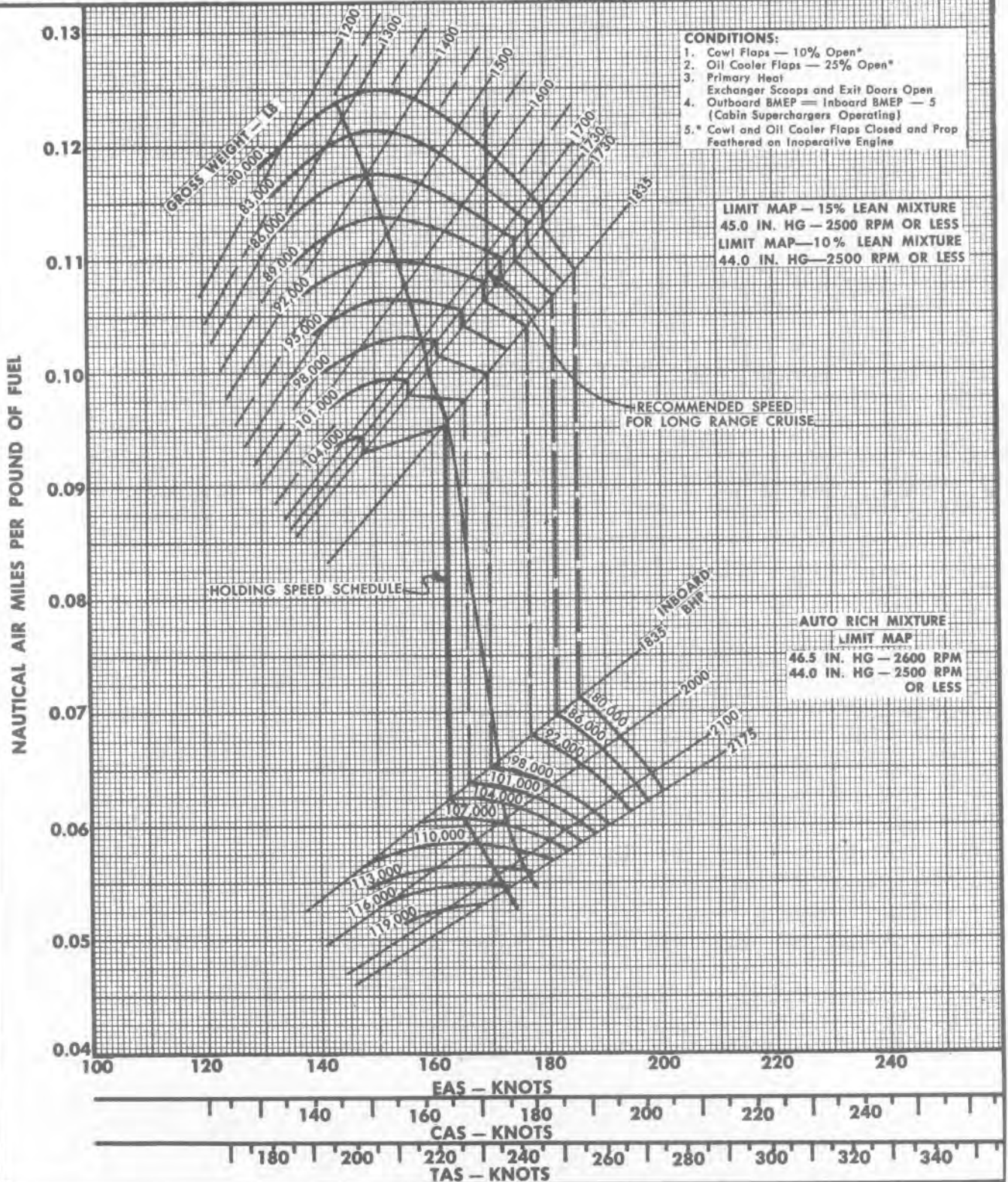


Figure A6-23

TWO ENGINE OPERATION NAUTICAL AIR MILES PER POUND OF FUEL

SEA LEVEL DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.0000$

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

LOW BLOWER
ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB / U S GAL

- CONDITIONS:**
1. Cowl Flaps — 10% Open*
 2. Oil Cooler Flaps — 25% Open*
 3. Primary Heat Exchanger Scoops and Exit Doors Open
 4. Outboard BMEP = Inboard BMEP (Cabin Superchargers Disconnected)
 - 5.* Cowl and Oil Cooler Flaps Closed and Props Feathered on Inoperative Engines

**10% LEAN MIXTURE
LIMIT MAP**
43.0 IN. HG — 2500 RPM OR LESS

**AUTO RICH MIXTURE
LIMIT MAP**
52.0 IN. HG — 2650 RPM
52.0 IN. HG — 2600 RPM
41.0 IN. HG — 2500 RPM
OR LESS

NAUTICAL AIR MILES PER POUND OF FUEL

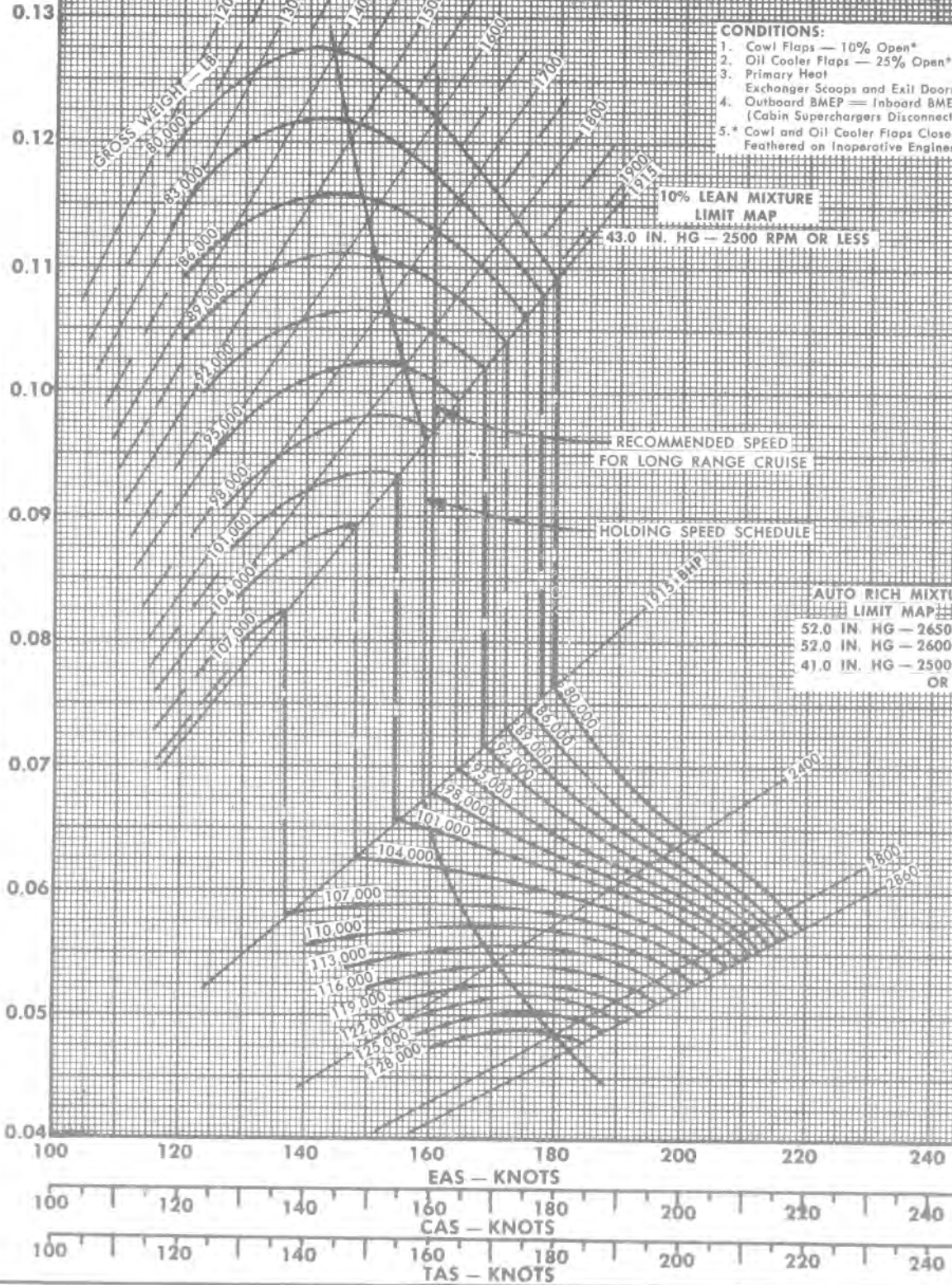


Figure A6-24

TWO ENGINE OPERATION NAUTICAL AIR MILES PER POUND OF FUEL

5,000 FT DENSITY ALTITUDE $1/\sqrt{\sigma} = 1.0773$

LOW BLOWER

ENGINE: (4) R3350-93A

PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145

FUEL DENSITY: 6.0 LB / U S GAL

MODEL: C-121G

DATA AS OF: 31 AUGUST 1968

DATA BASIS: FLIGHT TEST

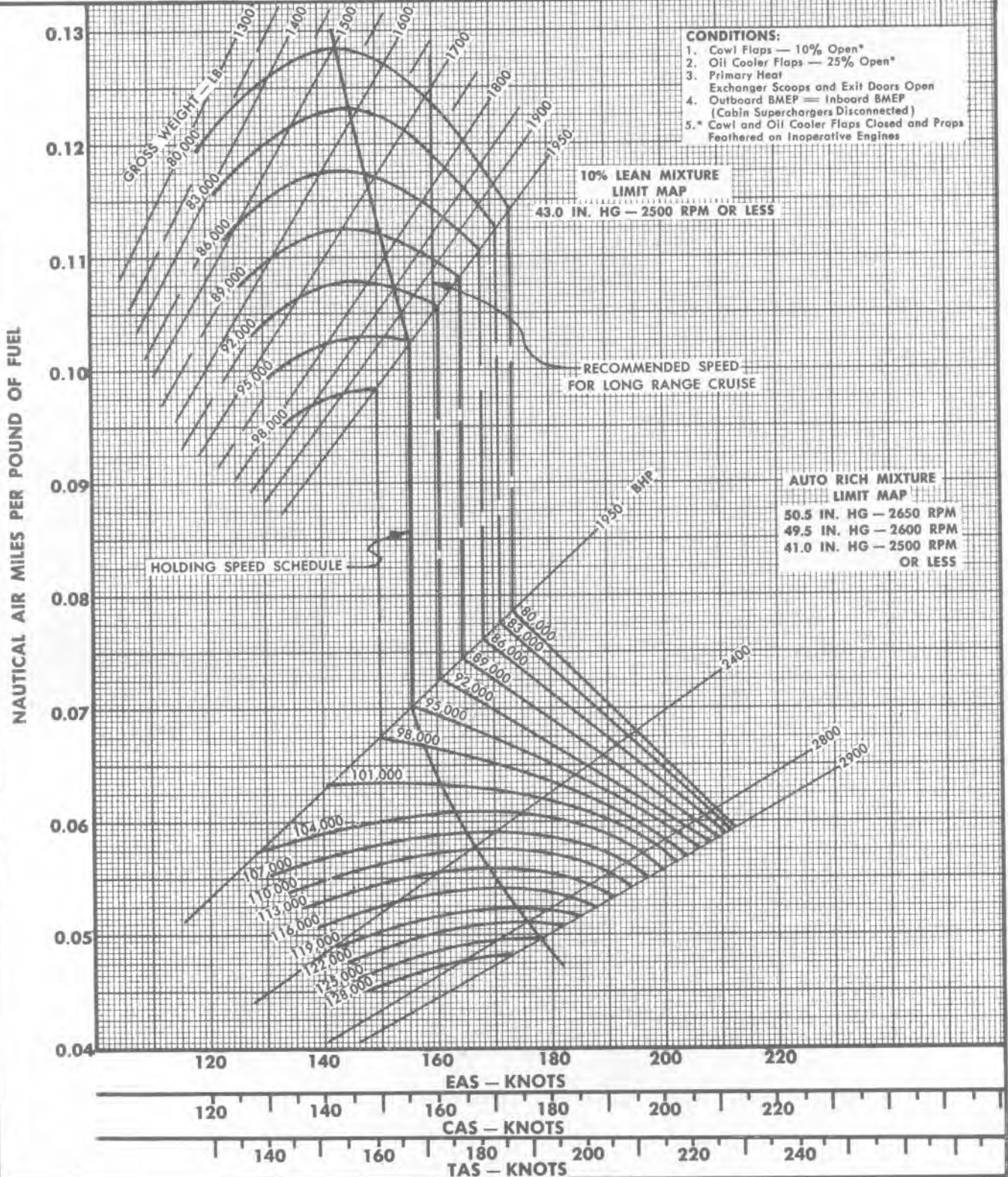


Figure A6-25

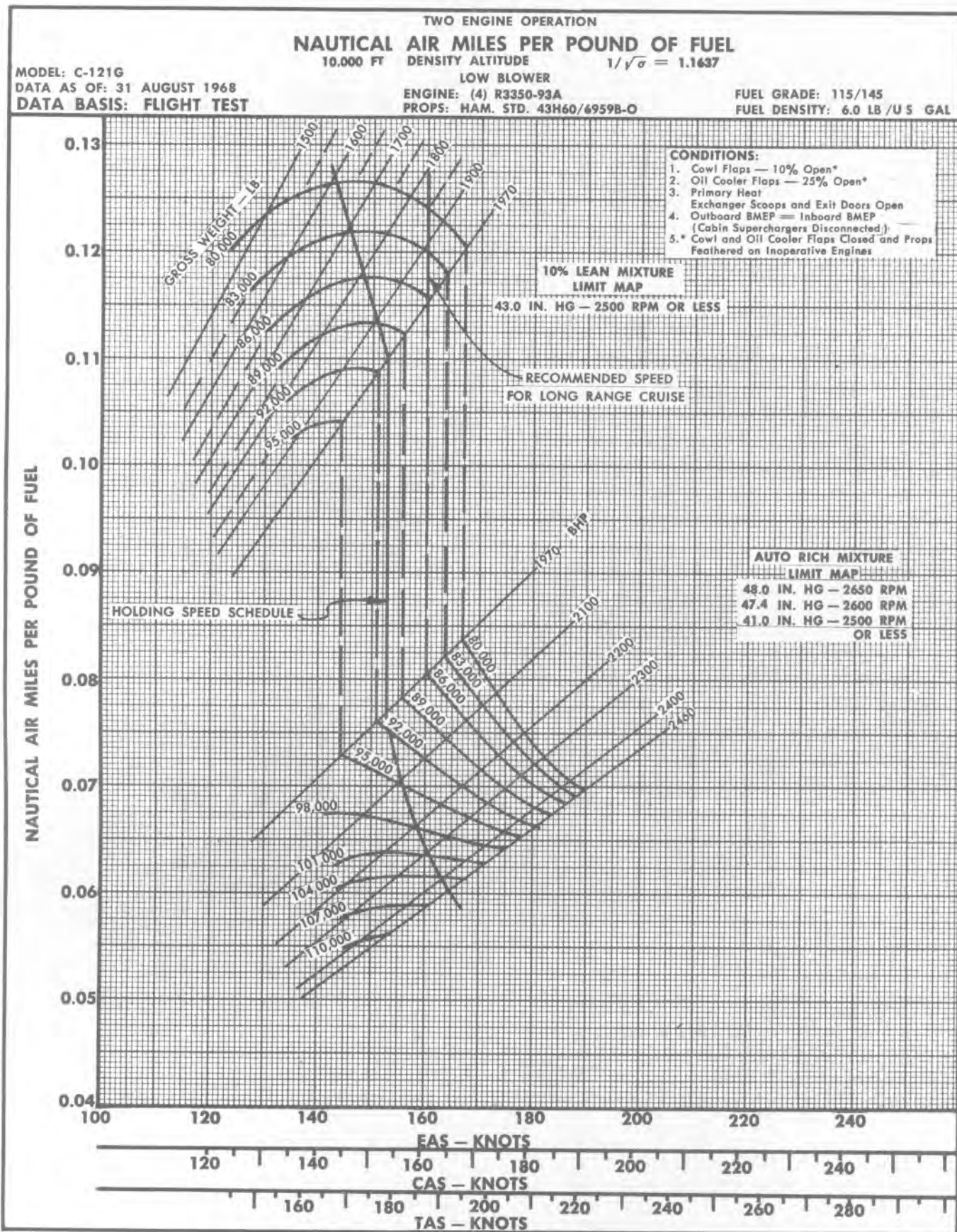


Figure A6-26

FOUR ENGINE OPERATION LONG RANGE CRUISE PERFORMANCE TIME PREDICTION

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 lb/U S Gal

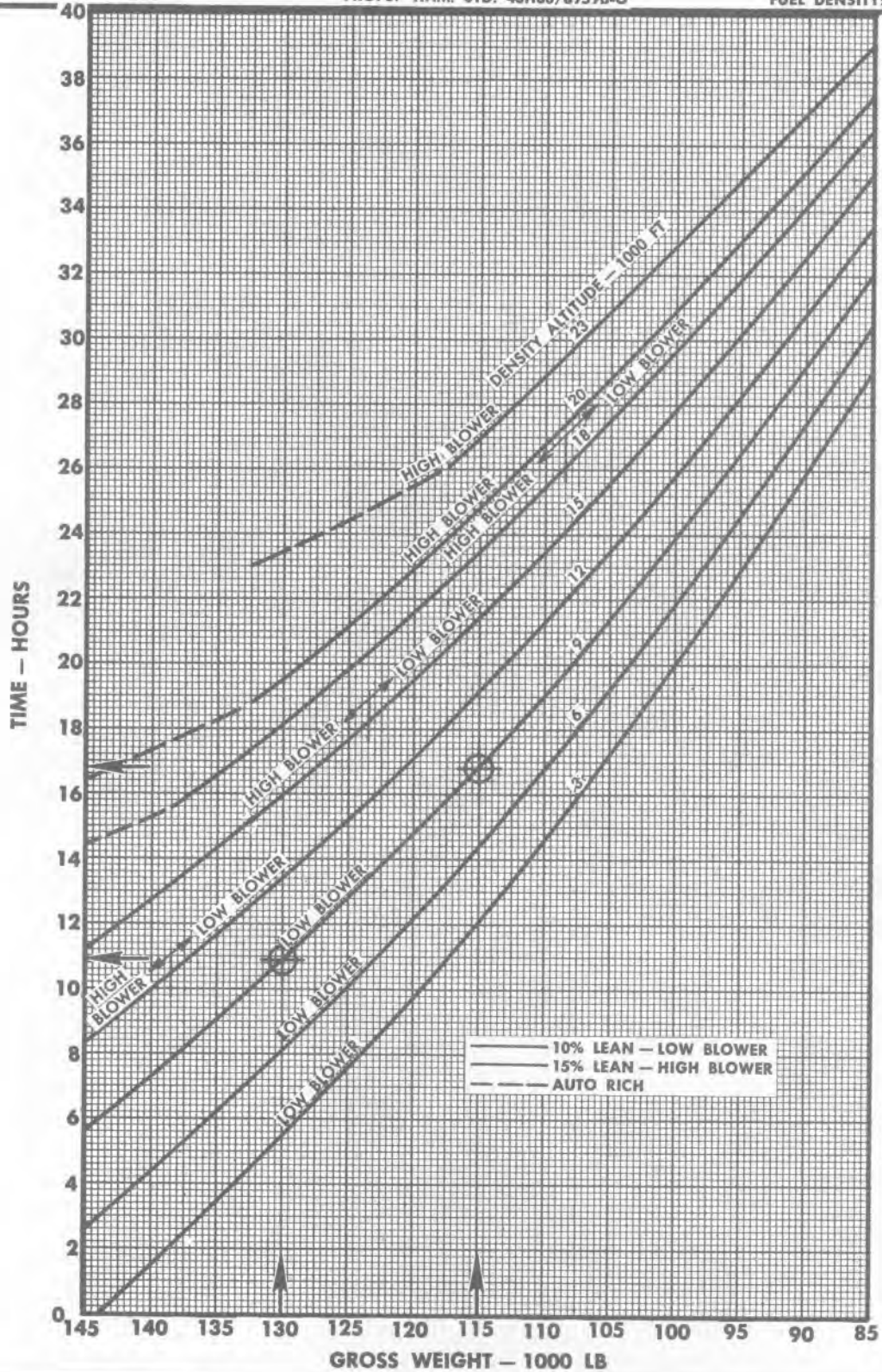


Figure A6-27

FOUR ENGINE OPERATION LONG RANGE CRUISE PERFORMANCE DISTANCE PREDICTION

MODEL: C-121C/G
 DATA AS OF: 15 SEPTEMBER 1965
 DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93
 PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
 FUEL DENSITY: 6.0 lb/U S Gal

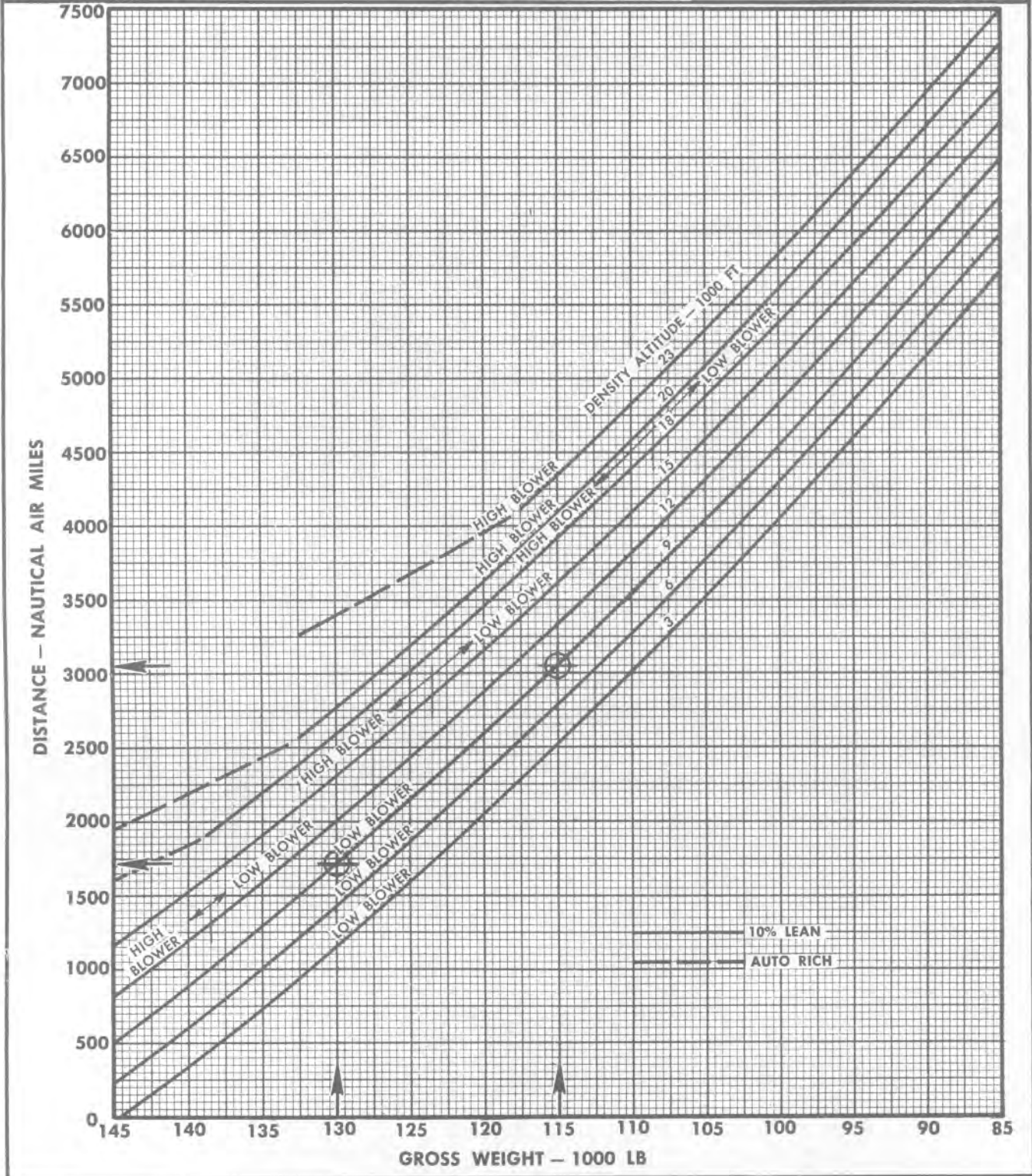


Figure A6-28

THREE ENGINE OPERATION LONG RANGE CRUISE PERFORMANCE TIME PREDICTION

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 lb/U S Gal

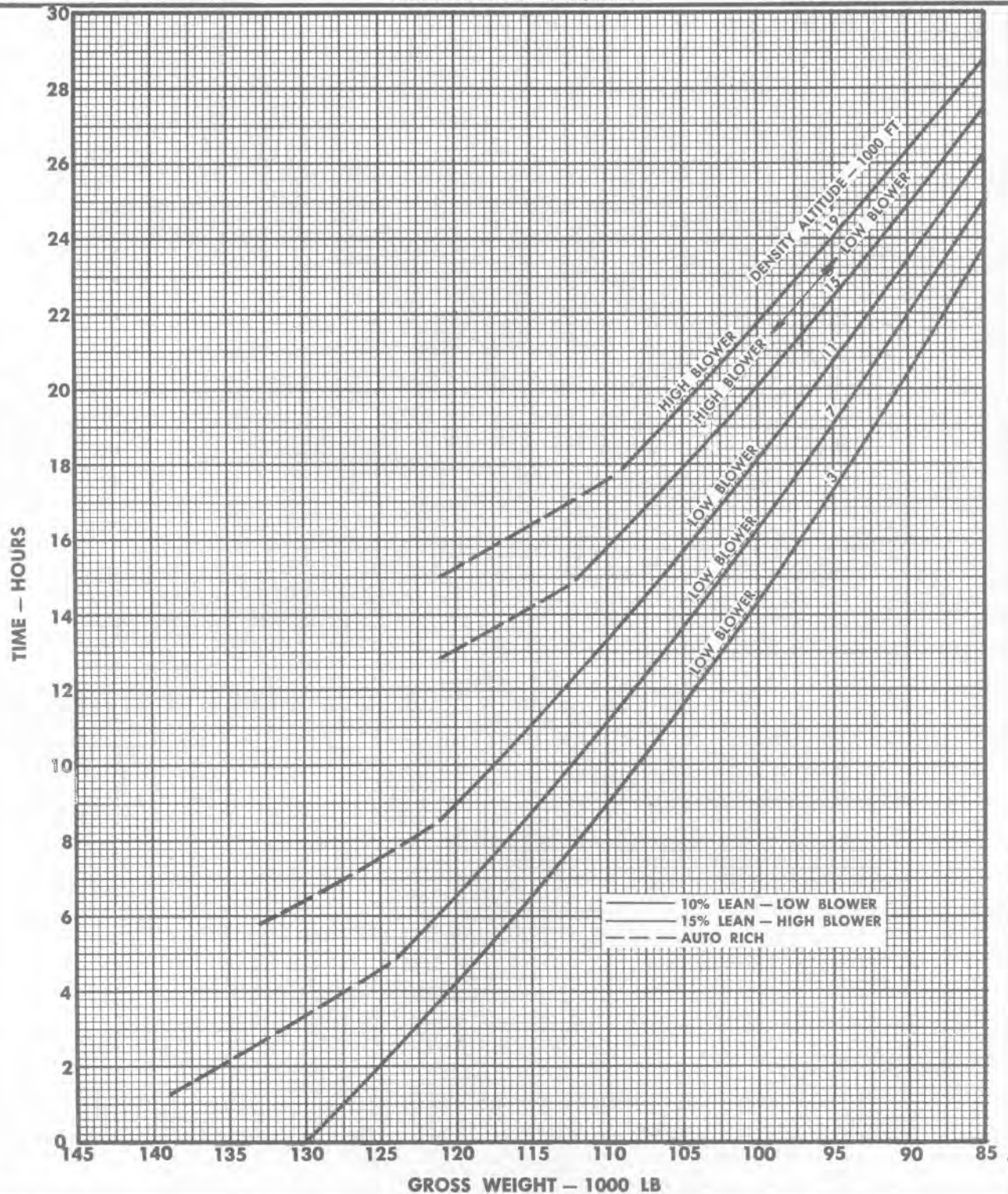


Figure A6-29

THREE ENGINE OPERATION LONG RANGE CRUISE PERFORMANCE DISTANCE PREDICTION

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 lb/U S Gal

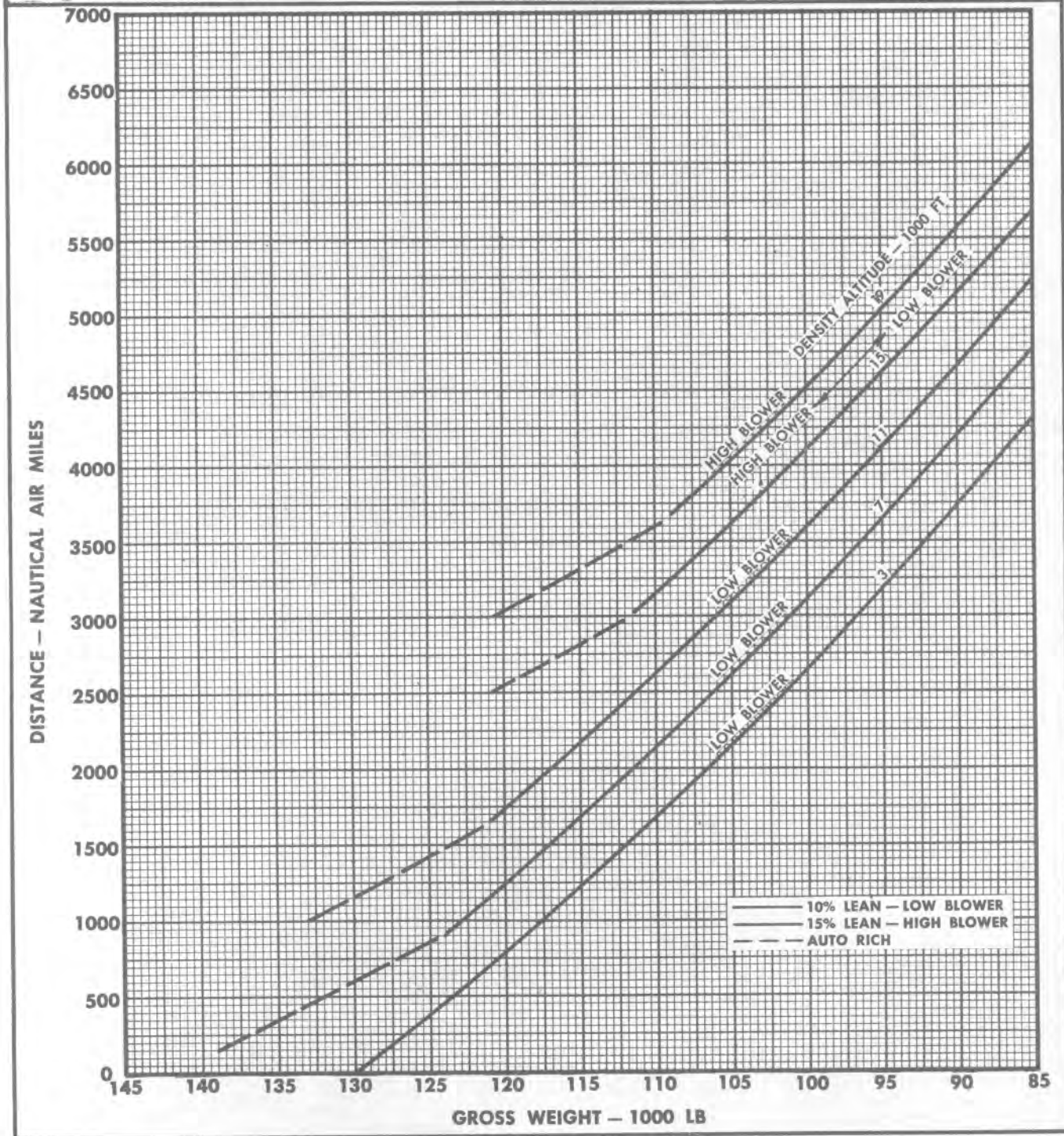


Figure A6-30

TWO ENGINE OPERATION LONG RANGE CRUISE PERFORMANCE TIME PREDICTION

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 lb/U S Gal

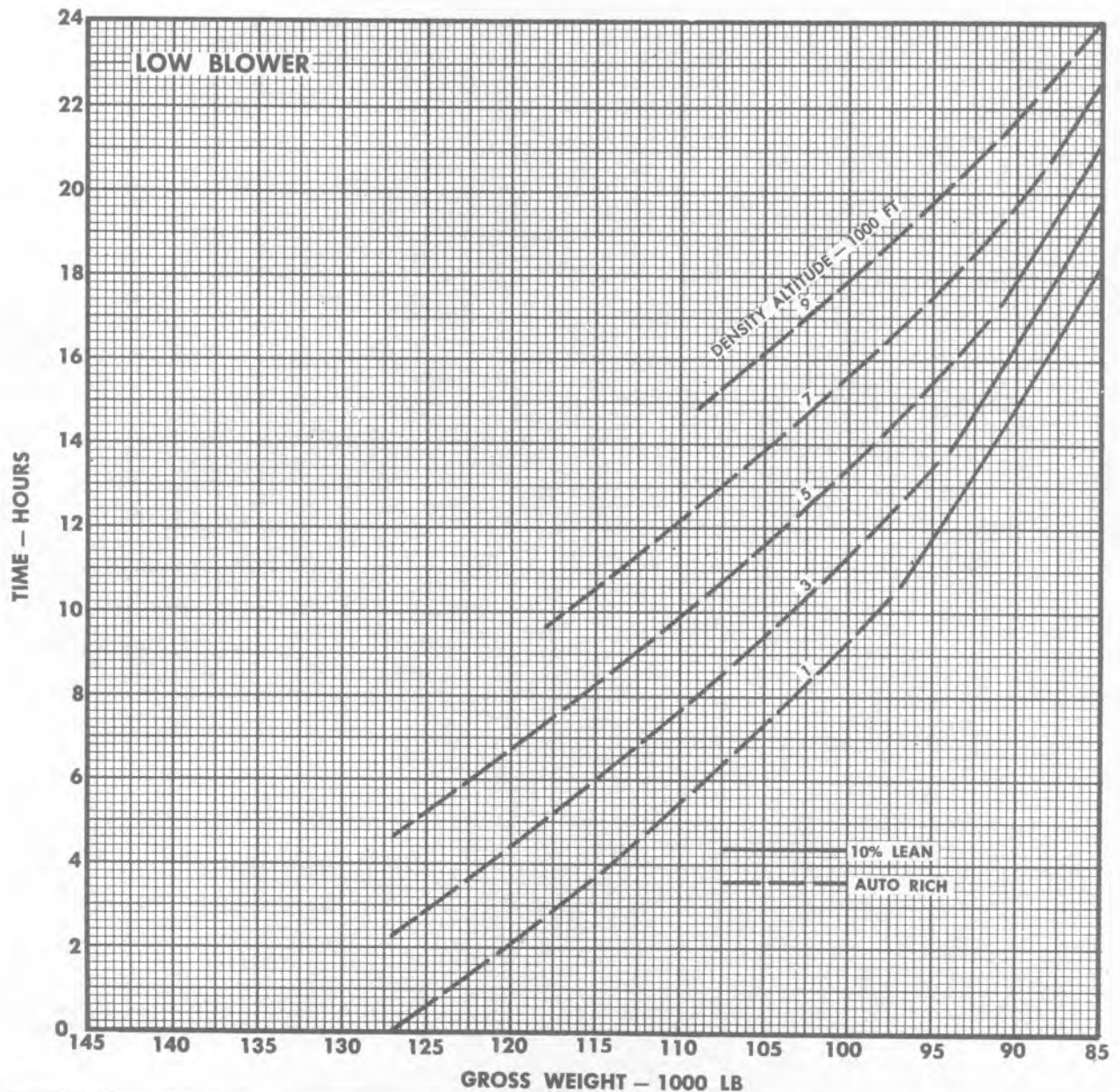


Figure A6-31

TWO ENGINE OPERATION LONG RANGE CRUISE PERFORMANCE DISTANCE PREDICTION

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 lb/U S Gal

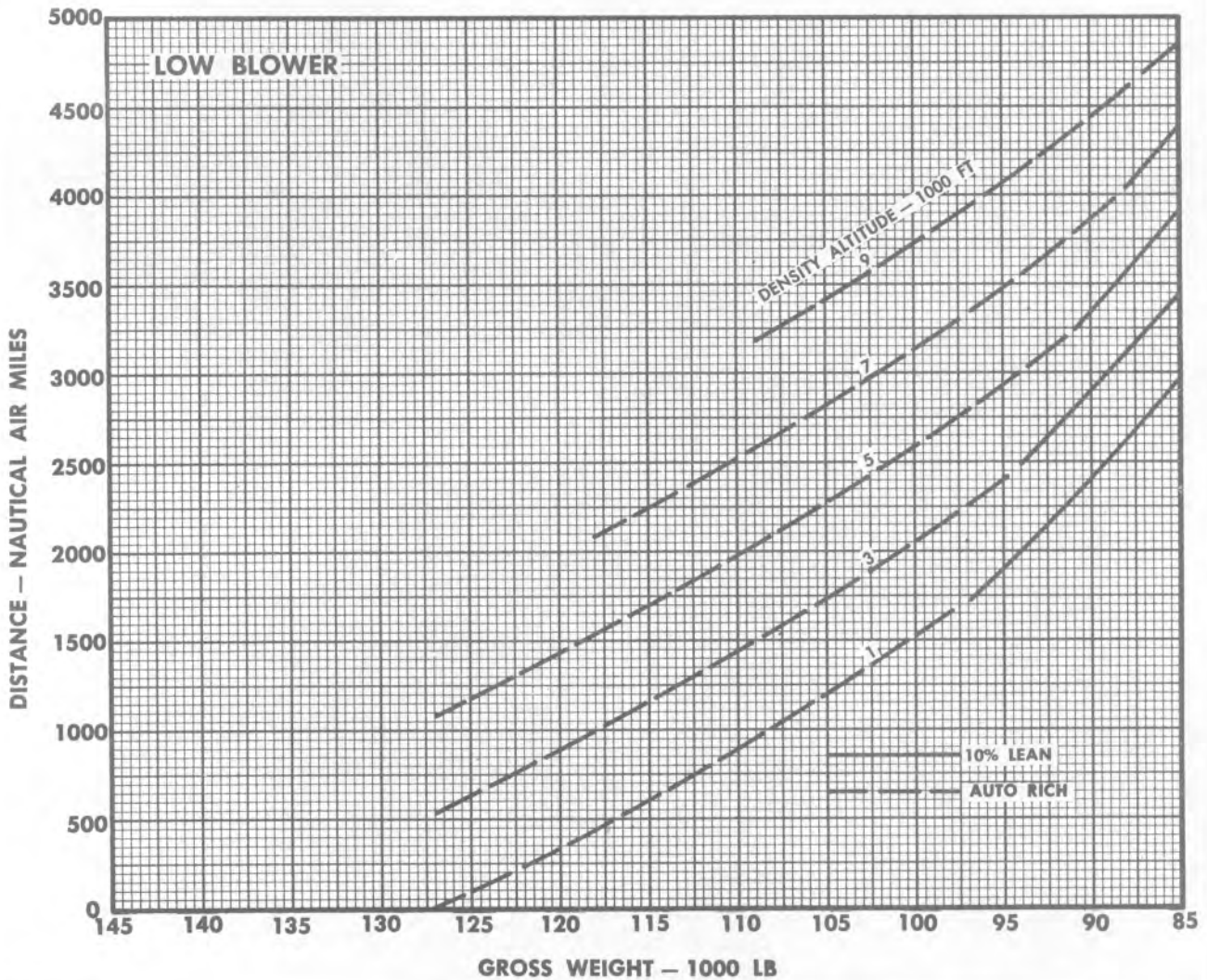


Figure A6-32

FOUR ENGINE OPERATION HOLDING CRUISE PERFORMANCE TIME PREDICTION

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 lb/U S Gal

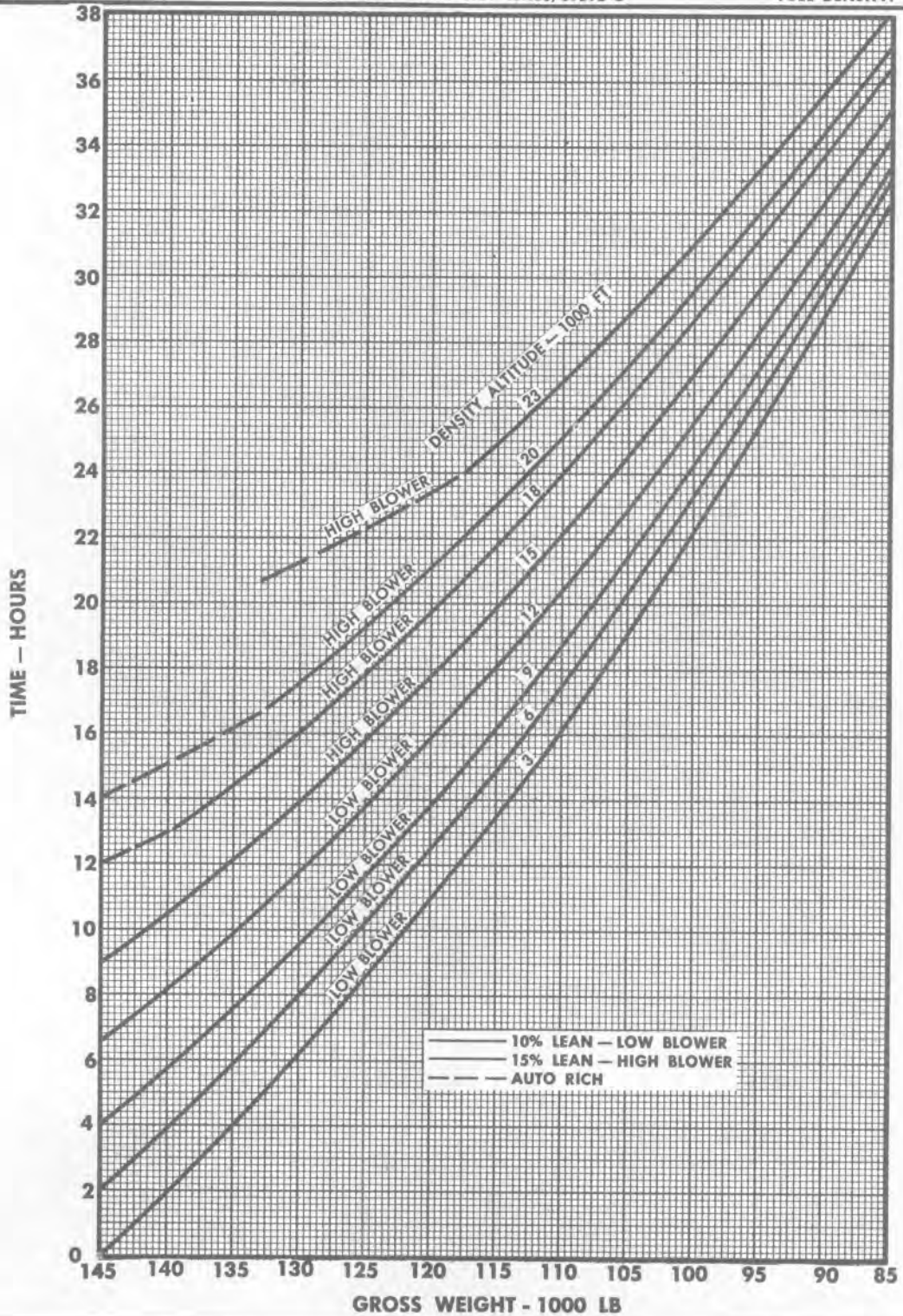


Figure A6-33

THREE ENGINE OPERATION HOLDING CRUISE PERFORMANCE TIME PREDICTION

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 lb/U S Gal

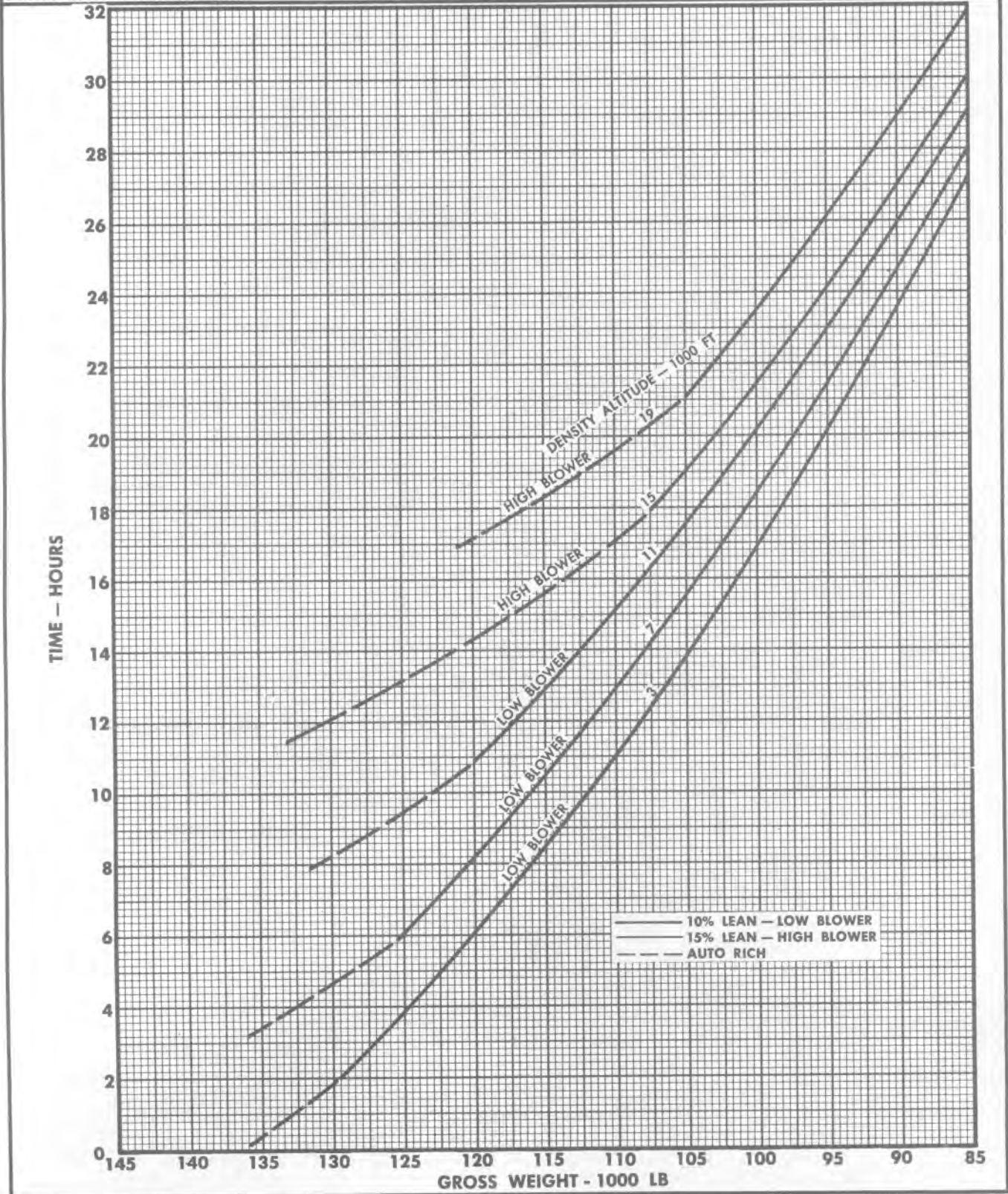


Figure A6-34

TWO ENGINE OPERATION HOLDING CRUISE PERFORMANCE TIME PREDICTION

MODEL: C-121G
 DATA AS OF: 31 AUGUST 1968
 DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
 PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
 FUEL DENSITY: 6.0 lb/U S Gal

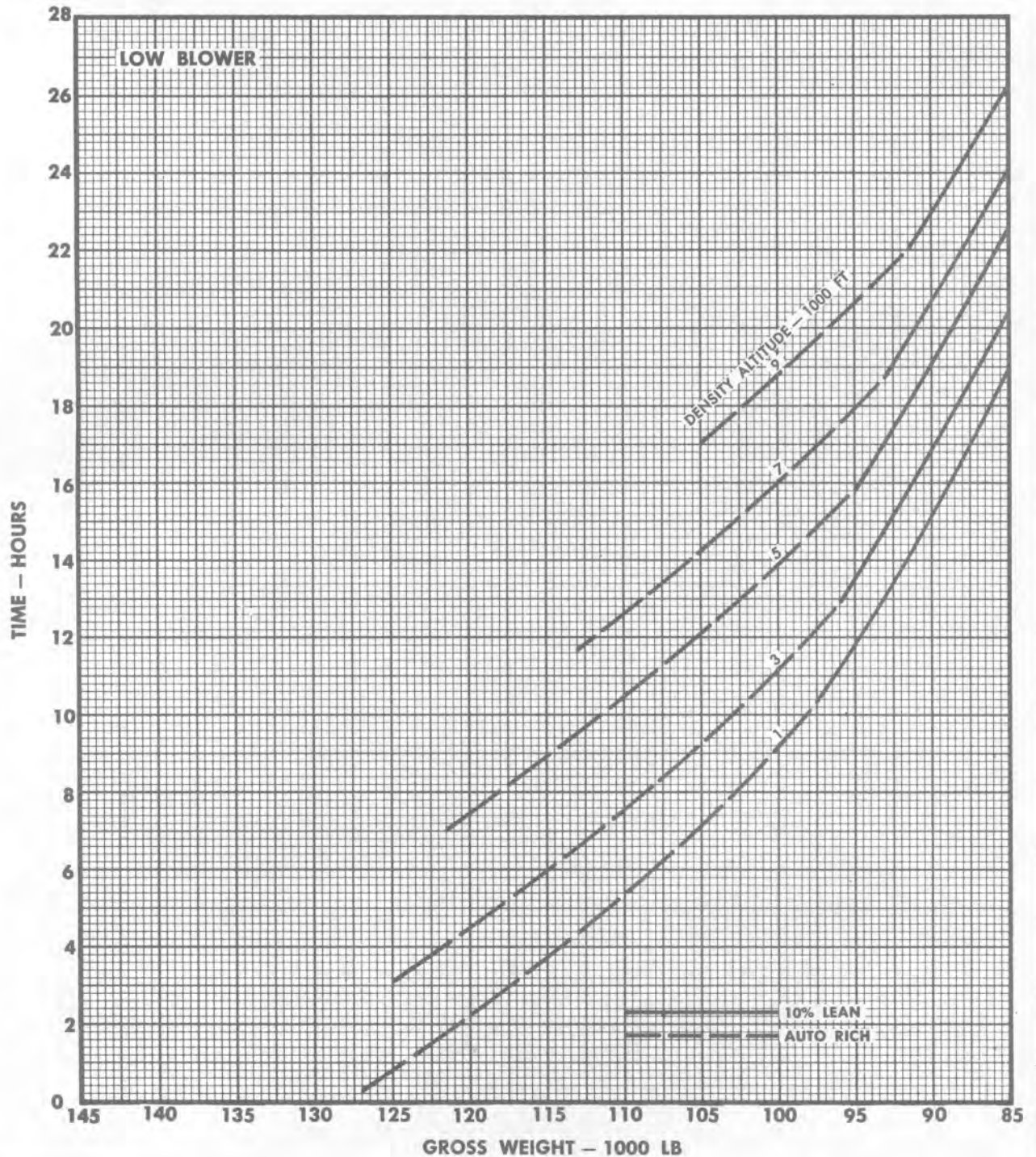


Figure A6-35

FOUR ENGINE OPERATION LONG RANGE CRUISE — OPERATING TABLES

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB/US GAL

GROSS WEIGHT - LB -	H _d 1000 FT	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	BLOWER	LOW BLOWER										HIGH BLOWER										
144,500	BHP	1704	1730	1756	1783	1810	1838	1867	1897	1927	1901	1932	1963	1995	2028	2062	2096	2131	2169			
	RPM	2205	2225	2255	2280	2310	2335	2365	2400	2450	2500	2500	2500	2500	2500	2500	2500	2500	2600			
	BMEP	183	183	184	184	185	185	186	186	186	179	182	185	188	191	194	198	201	197			
	F. F.	700	710	720	730	740	750	760	775	785	835	1300	1310	1330	1345	1350	1370	1395	1430			
TO	EAS	203	203	203	203	203	203	203	203	203	198	198	198	198	198	198	198	198	198			
	TAS	212	216	219	222	226	229	232	236	240	238	242	246	250	254	258	262	267	271			
141,500	Δ TIME	1:04	1:03	1:03	1:02	1:01	1:00	:59	:58	:57	:54	:34	:34	:34	:33	:33	:33	:32	:32			
	Δ DIST	227	228	228	228	229	229	229	229	229	214	140	141	141	143	143	143	143	142			
141,500	BHP	1660	1685	1711	1740	1764	1791	1819	1848	1877	1850	1880	1910	1941	1973	2006	2040	2074	2109	2061		
	RPM	2140	2170	2195	2230	2250	2280	2300	2350	2405	2460	2480	2495	2500	2500	2500	2500	2500	2600	2600		
	BMEP	183	183	184	184	185	185	186	186	184	177	179	191	184	187	190	192	195	192	187		
	F. F.	675	685	695	705	715	725	735	750	765	810	820	830	1280	1300	1320	1330	1350	1395	1360		
TO	EAS	202	202	202	202	202	202	202	202	202	197	197	197	197	197	197	197	197	197	189		
	TAS	211	214	218	221	224	228	231	235	239	236	241	244	248	252	257	261	265	270	264		
138,500	Δ TIME	1:07	1:06	1:05	1:04	1:03	1:02	1:01	1:00	:59	:55	:55	:54	:35	:35	:34	:34	:33	:32	:33		
	Δ DIST	234	234	234	235	235	236	236	235	234	218	220	220	145	145	146	147	147	145	145		
138,500	BHP	1615	1639	1664	1690	1716	1743	1770	1798	1826	1856	1828	1853	1883	1915	1946	1979	2012	2047	2082	2027	
	RPM	2090	2105	2135	2160	2190	2220	2255	2310	2375	2450	2430	2450	2470	2490	2500	2500	2500	2500	2600	2600	
	BMEP	183	183	184	184	185	185	185	184	182	179	177	178	180	181	184	187	190	193	189	184	
	F. F.	660	665	675	685	695	705	715	730	745	760	790	800	810	820	1275	1295	1315	1330	1370	1335	
TO	EAS	200	200	200	200	200	200	200	200	200	200	195	195	195	195	195	195	195	195	187		
	TAS	209	212	216	219	222	226	229	233	236	240	238	242	246	250	254	259	262	267	272	265	
135,500	Δ TIME	1:08	1:08	1:07	1:06	1:05	1:04	1:03	1:02	1:00	:59	:57	:56	:56	:55	:35	:35	:34	:34	:33	:34	
	Δ DIST	237	239	240	240	240	240	240	239	238	236	226	227	227	227	149	150	150	150	149	149	
135,500	BHP	1568	1592	1616	1641	1665	1692	1718	1746	1773	1802	1831	1805	1834	1865	1896	1927	1960	1993	2028	1963	
	RPM	2025	2045	2070	2100	2120	2150	2210	2280	2340	2410	2480	2420	2440	2455	2475	2495	2500	2500	2500	2600	
	BMEP	182	183	184	184	185	185	183	181	179	177	173	176	177	179	181	182	185	188	191	178	
	F. F.	635	645	650	660	670	680	690	705	720	735	750	770	780	795	805	820	1280	1295	1310	1300	
TO	EAS	199	199	199	199	199	199	199	199	199	199	199	194	194	194	194	194	194	194	185		
	TAS	208	211	214	218	221	224	228	232	235	239	243	240	244	249	253	257	262	266	271	262	
132,500	Δ TIME	1:11	1:10	1:09	1:08	1:07	1:06	1:05	1:04	1:03	1:01	1:00	:58	:57	:57	:56	:55	:35	:35	:34	:35	
	Δ DIST	246	246	247	248	248	248	248	247	244	244	243	234	235	235	235	235	154	154	155	151	
132,500	BHP	1523	1546	1570	1594	1618	1643	1669	1696	1722	1750	1778	1755	1784	1813	1843	1874	1906	1938	1972	2005	1933
	RPM	1970	1990	2010	2035	2070	2115	2175	2240	2310	2375	2445	2390	2405	2420	2440	2455	2490	2500	2500	2600	2600
	BMEP	182	183	184	184	184	183	181	179	176	174	172	173	175	177	178	180	181	183	186	182	175
	F. F.	615	625	630	640	650	660	670	685	700	715	730	745	760	770	780	795	805	1250	1270	1320	1270
TO	EAS	197	197	197	197	197	197	197	197	197	197	197	193	193	193	193	193	193	193	184		
	TAS	206	209	212	216	219	222	226	230	233	236	240	235	244	247	251	256	260	264	269	274	266
129,500	Δ TIME	1:13	1:12	1:12	1:10	1:09	1:08	1:07	1:06	1:04	1:03	1:02	1:00	:59	:59	:58	:57	:56	:36	:36	:34	:35
	Δ DIST	251	251	252	253	253	254	253	252	250	248	247	241	241	241	241	241	241	158	159	156	157

- NOTES:
1. Low blower lean data are 10-percent. High blower lean data are 15-percent.
 2. Values shown are for weight bracket midpoints.
 3. Blower shift indicated by heavy line. ■ Shaded areas are for AUTO RICH operation.
 4. Power settings are for inboard engines and include primary heat-exchanger scoop and exit door drag allowance.
 5. Tip tank installation reduces EAS approximately 2 knots.
 6. Slashed area represents high blower operation, lean mixture, and retard spark.

Figure A6-36 (Sheet 1 of 5)

FOUR ENGINE OPERATION LONG RANGE CRUISE – OPERATING TABLES

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB/US GAL

GROSS WEIGHT - LB -	H ₀ 1000 FT	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
		LOW BLOWER												HIGH BLOWER								
129,500	BHP	1483	1506	1528	1552	1576	1600	1626	1652	1678	1704	1732	1759	1731	1759	1789	1818	1849	1881	1913	1946	1875
	RPM	1910	1940	1960	1985	2035	2100	2150	2220	2280	2340	2415	2490	2370	2380	2400	2420	2450	2500	2500	2500	2500
	BMEP	182	183	184	184	183	180	179	176	174	172	169	167	173	174	176	177	178	177	181	183	177
	F. F.	600	610	615	625	635	645	660	670	680	700	710	730	730	740	750	760	775	1225	1240	1250	1205
TO	EAS	196	196	196	196	196	196	196	196	196	196	196	196	192	192	192	192	192	192	192	192	182
	TAS	205	208	211	214	218	221	224	228	232	235	239	243	242	246	250	254	258	264	268	272	262
	Δ TIME	1:15	1:14	1:13	1:12	1:11	1:10	1:08	1:07	1:06	1:04	1:03	1:02	1:02	1:01	1:00	:59	:58	:37	:36	:36	:37
	Δ DIST	256	256	257	257	258	257	256	256	256	253	253	250	249	250	250	250	250	162	162	163	163
126,500	BHP	1435	1457	1479	1502	1525	1549	1573	1598	1623	1649	1660	1703	1677	1704	1733	1762	1792	1822	1853	1885	1918
	RPM	1855	1875	1905	1950	2000	2055	2115	2180	2240	2305	2360	2445	2340	2350	2360	2375	2400	2475	2500	2500	2600
	BMEP	182	183	183	182	180	178	176	173	171	169	166	164	169	171	173	175	176	174	175	178	174
	F. F.	575	585	595	605	615	625	635	650	660	670	690	700	705	710	720	730	740	760	1200	1210	1260
TO	EAS	194	194	194	194	194	194	194	194	194	194	194	194	190	190	190	190	190	190	190	190	190
	TAS	203	206	209	212	216	219	222	226	230	233	237	241	240	244	248	252	256	260	265	269	274
	Δ TIME	1:18	1:17	1:16	1:14	1:13	1:12	1:11	1:09	1:08	1:07	1:05	1:04	1:04	1:03	1:03	1:02	1:01	:59	:38	:37	:36
	Δ DIST	265	264	264	263	263	263	262	261	261	261	258	258	256	258	259	259	259	257	166	167	163
123,500	BHP	1390	1411	1433	1455	1477	1500	1524	1548	1572	1597	1623	1650	1676	1651	1678	1706	1735	1765	1795	1826	1858
	RPM	1795	1830	1875	1920	1970	2025	2090	2150	2200	2265	2330	2400	2470	2320	2330	2340	2360	2425	2500	2500	2500
	BMEP	183	182	181	179	177	175	172	170	169	167	164	162	160	168	170	172	173	172	169	172	175
	F. F.	555	565	580	590	600	610	620	630	640	655	670	680	700	690	695	705	715	735	1160	1170	1200
TO	EAS	193	193	193	193	193	193	193	193	193	193	193	193	193	188	188	188	188	188	188	188	188
	TAS	202	205	208	211	214	217	221	225	228	232	236	239	243	241	245	249	253	258	262	266	271
	Δ TIME	1:21	1:20	1:18	1:16	1:15	1:14	1:13	1:12	1:10	1:09	1:07	1:06	1:04	1:05	1:04	1:04	1:03	1:04	:39	:38	:38
	Δ DIST	273	272	269	268	267	267	267	267	267	266	264	264	259	262	264	265	265	264	169	170	169
120,500	BHP	1345	1366	1386	1408	1429	1452	1474	1498	1521	1546	1571	1596	1622	1596	1622	1675	1705	1730	1740	1765	1796
	RPM	1755	1800	1845	1895	1940	1995	2045	2105	2160	2220	2290	2350	2420	2290	2300	2325	2340	2400	2490	2500	2500
	BMEP	181	179	177	175	174	172	170	168	166	164	162	160	158	165	167	170	172	170	165	167	170
	F. F.	540	550	560	570	580	590	600	610	620	635	650	660	675	665	670	680	690	700	725	1140	1155
TO	EAS	192	192	192	192	192	192	192	192	192	192	192	192	192	187	187	187	187	187	187	187	187
	TAS	201	204	207	210	213	216	220	224	227	231	234	238	242	240	244	248	252	256	261	265	270
	Δ TIME	1:23	1:21	1:20	1:19	1:18	1:16	1:15	1:14	1:13	1:11	1:09	1:08	1:07	1:08	1:07	1:06	1:05	1:04	1:02	:39	:39
	Δ DIST	279	278	277	276	276	275	275	275	274	273	270	270	269	271	273	274	274	274	270	174	175
117,500	BHP	1305	1324	1344	1365	1386	1408	1430	1453	1475	1499	1523	1548	1573	1599	1570	1596	1623	1651	1679	1708	1738
	RPM	1730	1770	1815	1865	1910	1960	2020	2070	2125	2190	2250	2315	2385	2450	2250	2275	2300	2330	2410	2500	2500
	BMEP	178	176	175	173	171	169	167	166	164	162	160	158	156	154	165	166	167	168	164	161	164
	F. F.	525	530	540	550	560	570	580	590	605	615	625	640	650	665	650	655	660	675	690	1095	1115
TO	EAS	190	190	190	190	190	190	190	190	190	190	190	190	190	190	185	185	185	185	185	185	185
	TAS	199	202	204	208	211	214	218	222	224	228	232	236	240	244	241	246	249	254	258	262	267
	Δ TIME	1:26	1:25	1:23	1:21	1:20	1:19	1:18	1:16	1:14	1:13	1:12	1:10	1:09	1:08	1:09	1:09	1:08	1:07	1:04	:41	:40
	Δ DIST	286	286	284	284	282	282	282	282	278	278	278	277	277	275	278	282	283	282	280	179	180

- NOTES:
1. Low blower lean data are 10-percent. High blower lean data are 15-percent.
 2. Values shown are for weight bracket midpoints.
 3. Blower shift indicated by heavy line. Shaded areas are for AUTO RICH operation.
 4. Power settings are for inboard engines and include primary heat-exchanger scoop and exit door drag allowance.
 5. Tip tank installation reduces EAS approximately 2 knots.
 6. Slashed area represents high blower operation, lean mixture, and retard spark.

Figure A6-36 (Sheet 2 of 5)

FOUR ENGINE OPERATION LONG RANGE CRUISE — OPERATING TABLES

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB/US GAL

GROSS WEIGHT — LB —	H _d 1000 FT	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	BLOWER	LOW BLOWER															HIGH BLOWER					
114,500	BHP	1265	1284	1303	1323	1344	1365	1386	1408	1430	1453	1477	1500	1525	1551	1576	1542	1568	1595	1622	1650	1679
	RPM	1705	1745	1790	1840	1890	1930	1985	2040	2100	2155	2210	2275	2345	2415	2495	2210	2235	2300	2365	2445	2500
	BMEP	175	173	172	170	168	167	165	163	161	159	157	155	153	152	149	164	166	164	162	159	158
	F. F.	510	520	525	535	545	555	565	575	585	600	610	620	630	650	660	630	640	650	665	695	1080
TO	EAS	188	188	188	188	188	188	188	188	188	188	188	188	188	188	188	183	183	183	183	183	183
	TAS	197	200	202	206	209	212	215	219	222	226	230	233	237	241	245	243	246	250	255	260	264
	Δ TIME	1:28	1:27	1:26	1:24	1:23	1:21	1:20	1:18	1:17	1:15	1:14	1:13	1:12	1:09	1:08	1:11	1:10	1:09	1:08	1:05	1:42
	Δ DIST	290	289	289	289	288	286	285	285	284	283	283	282	282	278	278	289	288	288	288	280	183
111,500	BHP	1223	1242	1260	1280	1300	1320	1340	1362	1383	1405	1428	1451	1475	1499	1524	1494	1519	1545	1572	1599	1627
	RPM	1675	1720	1765	1805	1855	1905	1950	2005	2060	2120	2170	2235	2300	2375	2440	2160	2210	2260	2330	2400	2495
	BMEP	172	170	168	167	165	163	162	160	158	156	155	153	151	149	147	163	162	161	159	157	154
	F. F.	495	500	510	520	530	540	550	560	570	580	590	600	615	630	640	610	620	630	645	675	685
TO	EAS	187	187	187	187	187	187	187	187	187	187	187	187	187	187	187	182	182	182	182	182	182
	TAS	196	198	201	205	208	211	214	218	221	224	228	232	236	240	244	242	245	249	254	258	263
	Δ TIME	1:31	1:30	1:28	1:27	1:25	1:23	1:21	1:20	1:19	1:18	1:16	1:15	1:13	1:12	1:10	1:14	1:13	1:12	1:10	1:07	1:06
	Δ DIST	297	297	297	296	294	293	292	292	291	290	290	290	288	285	272	298	296	296	296	287	287
108,500	BHP	1177	1195	1214	1233	1252	1271	1291	1310	1332	1354	1376	1398	1421	1444	1468	1493	1472	1497	1523	1549	1576
	RPM	1645	1690	1730	1775	1820	1865	1915	1965	2020	2075	2135	2200	2250	2325	2400	2460	2180	2235	2295	2355	2440
	BMEP	169	167	165	164	162	161	159	158	156	154	152	150	149	147	144	143	159	158	157	155	152
	F. F.	480	485	495	505	510	520	530	540	550	560	570	585	595	610	620	630	605	615	630	640	665
TO	EAS	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185	185	181	181	181	181	181
	TAS	194	196	199	203	206	208	212	216	219	222	226	229	233	237	241	245	244	248	253	256	261
	Δ TIME	1:34	1:33	1:31	1:29	1:28	1:27	1:25	1:23	1:21	1:20	1:19	1:17	1:16	1:14	1:13	1:12	1:14	1:13	1:12	1:10	1:08
	Δ DIST	303	303	302	302	302	300	300	300	299	297	297	294	294	292	292	292	302	302	302	300	294
105,500	BHP	1143	1160	1177	1196	1214	1233	1252	1272	1292	1313	1334	1356	1378	1400	1424	1448	1431	1455	1480	1505	1532
	RPM	1625	1660	1705	1750	1795	1840	1885	1940	1990	2045	2100	2160	2220	2290	2360	2430	2160	2205	2255	2320	2395
	BMEP	166	165	163	161	160	158	157	155	153	152	150	148	147	144	142	140	157	156	155	153	151
	F. F.	465	470	480	490	495	505	515	525	535	545	555	570	580	590	600	615	585	600	610	620	635
TO	EAS	184	184	184	184	184	184	184	184	184	184	184	184	184	184	184	184	180	180	180	180	180
	TAS	193	195	198	202	204	207	211	214	217	221	225	228	232	236	242	244	242	246	251	255	260
	Δ TIME	1:37	1:36	1:34	1:32	1:31	1:29	1:28	1:26	1:24	1:23	1:21	1:19	1:18	1:16	1:15	1:13	1:17	1:15	1:14	1:13	1:11
	Δ DIST	311	311	310	310	309	308	307	306	304	304	304	300	300	300	300	300	298	310	309	309	308
102,500	BHP	1108	1125	1142	1159	1177	1196	1214	1234	1253	1273	1294	1315	1336	1358	1381	1404	1400	1423	1448	1473	1498
	RPM	1600	1635	1680	1725	1765	1805	1860	1910	1960	2015	2065	2125	2180	2250	2315	2390	2135	2185	2240	2295	2365
	BMEP	163	162	160	158	157	156	154	152	151	149	148	146	144	142	141	139	155	154	153	151	149
	F. F.	450	460	470	475	480	490	500	510	520	530	540	550	560	575	585	600	575	585	600	610	625
TO	EAS	182	182	182	182	182	182	182	182	182	182	182	182	182	182	182	182	180	180	180	180	180
	TAS	190	193	196	199	202	205	208	212	215	218	222	226	229	233	237	241	242	246	251	255	260
	Δ TIME	1:40	1:38	1:36	1:35	1:34	1:32	1:30	1:28	1:27	1:25	1:23	1:21	1:20	1:18	1:17	1:15	1:18	1:16	1:15	1:14	1:12
	Δ DIST	317	315	313	313	313	313	312	312	310	308	308	308	307	304	304	304	301	316	315	314	313

- NOTES: 1. Values shown are for weight bracket midpoints.
 2. Blower shift indicated by heavy line. ■ Shaded areas are for AUTO RICH operation.
 3. Power settings are for inboard engines and include primary heat-exchanger scoop and exit door drag allowance.
 4. Tip tank installation reduces EAS approximately 2 knots.
 5. Slashed area represents high blower operation, lean mixture, and retard spark.

Figure A6-36 (Sheet 3 of 5)

FOUR ENGINE OPERATION LONG RANGE CRUISE — OPERATING TABLES

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB/US GAL

GROSS WEIGHT — LB —	H _d 1000 FT	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
		LOW BLOWER																		HIGH BLOWER		
99,500	BHP	1070	1086	1103	1120	1137	1155	1173	1192	1211	1230	1250	1270	1291	1312	1334	1356	1374	1397	1421	1446	1471
	RPM	1600	1610	1650	1690	1740	1775	1825	1875	1930	1970	2035	2090	2150	2210	2275	2340	2120	2170	2215	2275	2340
	BMEP	158	159	158	156	154	153	151	150	148	147	145	143	142	140	138	137	153	152	151	150	148
	F. F.	440	450	455	460	470	475	485	495	505	515	525	535	550	560	570	580	570	580	590	600	615
	EAS	181	181	181	181	181	181	181	181	181	181	181	181	181	181	181	181	180	180	180	180	180
96,500	TAS	189	192	195	198	201	204	207	211	214	217	221	224	228	232	236	240	242	246	251	255	260
	Δ TIME	1:42	1:40	1:39	1:38	1:36	1:35	1:33	1:31	1:29	1:28	1:26	1:24	1:21	1:20	1:19	1:18	1:19	1:18	1:16	1:15	1:13
	Δ DIST	322	322	322	322	322	322	320	320	318	316	316	314	311	311	311	310	320	319	319	319	317
	BHP	1035	1050	1067	1083	1099	1116	1134	1152	1170	1189	1208	1228	1248	1268	1289	1311	1343	1366	1389	1413	1438
	RPM	1600	1600	1620	1665	1710	1755	1800	1850	1895	1940	2000	2055	2110	2165	2235	2300	2100	2145	2195	2250	2310
93,500	BMEP	153	155	155	153	152	150	148	147	146	144	142	141	139	138	136	134	151	150	149	148	147
	F. F.	430	435	440	450	455	460	470	480	490	500	510	520	530	545	555	565	560	565	575	590	600
	EAS	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	180	180	180	180	180
	TAS	187	190	193	196	199	202	205	209	212	215	219	222	226	229	233	237	242	246	251	255	260
	Δ TIME	1:45	1:43	1:42	1:40	1:39	1:38	1:36	1:34	1:32	1:30	1:28	1:27	1:25	1:23	1:21	1:20	1:20	1:20	1:18	1:16	1:15
93,500	Δ DIST	326	328	329	327	328	329	327	327	325	322	322	320	320	315	315	315	325	326	326	325	325
	BHP	1004	1018	1034	1050	1066	1083	1099	1117	1135	1153	1172	1191	1210	1230	1251	1272	1320	1343	1366	1389	1413
	RPM	1600	1600	1600	1635	1680	1720	1770	1810	1860	1910	1965	2020	2075	2145	2200	2250	2085	2135	2185	2230	2300
	BMEP	148	150	152	151	149	148	146	145	144	142	141	139	137	135	134	133	150	148	148	147	145
	F. F.	415	425	430	435	445	450	460	465	475	485	495	505	515	530	540	550	550	560	570	580	595
90,500	EAS	178	178	178	178	178	178	178	178	178	178	178	178	178	178	178	180	180	180	180	180	
	TAS	186	189	192	195	198	200	204	207	210	214	217	221	224	228	232	236	242	246	251	255	260
	Δ TIME	1:49	1:46	1:45	1:43	1:41	1:40	1:38	1:37	1:35	1:33	1:31	1:29	1:28	1:25	1:23	1:21	1:21	1:20	1:19	1:18	1:16
	Δ DIST	336	334	335	336	334	333	333	334	332	331	329	328	326	323	323	319	327	330	330	330	328
	BHP	971	986	1000	1016	1032	1048	1064	1081	1098	1116	1134	1152	1171	1191	1210	1231	1299	1321	1343	1366	1390
87,500	RPM	1600	1600	1600	1615	1665	1695	1740	1785	1830	1885	1935	1990	2050	2105	2160	2225	2065	2120	2160	2215	2280
	BMEP	143	146	148	149	147	146	144	143	142	140	138	137	135	133	132	130	148	147	147	146	144
	F. F.	405	410	420	425	430	440	445	455	460	470	480	490	500	515	525	535	540	550	560	570	585
	EAS	177	177	177	177	177	177	177	177	177	177	177	177	177	177	177	177	180	180	180	180	180
	TAS	185	187	190	194	197	199	203	206	209	213	216	220	223	227	230	234	242	246	251	255	260
84,500	Δ TIME	1:51	1:50	1:47	1:46	1:45	1:42	1:41	1:39	1:38	1:36	1:34	1:32	1:30	1:28	1:26	1:24	1:23	1:21	1:20	1:19	1:17
	Δ DIST	342	342	339	342	344	339	341	340	340	340	338	337	334	330	329	328	333	332	336	336	334
	BHP	941	955	970	984	999	1015	1031	1047	1064	1081	1098	1116	1135	1153	1172	1192	1274	1296	1318	1341	1365
	RPM	1600	1600	1600	1600	1630	1665	1720	1755	1800	1850	1900	1950	2015	2070	2130	2190	2045	2100	2145	2200	2255
	BMEP	139	141	143	145	145	144	142	141	140	138	136	135	133	131	130	128	147	146	145	144	143
84,500	F. F.	395	400	405	410	420	425	435	440	450	460	465	475	490	500	510	520	530	545	555	565	570
	EAS	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	180	180	180	180	180
	TAS	183	186	188	192	195	197	200	204	207	210	214	217	221	224	228	232	242	246	251	255	260
	Δ TIME	1:53	1:53	1:51	1:50	1:47	1:46	1:43	1:42	1:40	1:38	1:37	1:35	1:32	1:30	1:28	1:27	1:25	1:23	1:21	1:20	1:19
	Δ DIST	345	349	348	352	348	348	345	348	345	341	345	344	338	336	335	335	344	338	339	338	342

- NOTES:**
1. Values shown are for weight bracket midpoints.
 2. Blower shift indicated by heavy line. Shaded areas are for AUTO RICH operation.
 3. Power settings are for inboard engines and include primary heat-exchanger scoop and exit door drag allowance.
 4. Tip tank installation reduces EAS approximately 2 knots.
 5. Slashed area represents high blower operation, lean mixture, and retard spark.

Figure A6-36 (Sheet 4 of 5)

FOUR ENGINE HIGH BLOWER OPERATION

LONG RANGE CRUISE — OPERATING TABLES

HIGH BLOWER OVERLAP

MODEL: C-121G

DATA AS OF: 31 AUGUST 1968

ENGINE: (4) R3350-93A

FUEL GRADE: 115/145

DATA BASIS: FLIGHT TEST

PROPS: HAM. STD. 43H60/6959B-0

FUEL DENSITY: 6.0 lb/US Gal

138,500 TO 135,500 LB			126,500 TO 123,500 LB			114,500 TO 111,500 LB			102,500 TO 99,500 LB			90,500 TO 87,500 LB		
ALT	/ 12,000 /		ALT	13,000	14,000	ALT	16,000	17,000	ALT	17,000	18,000	ALT	17,000	18,000
BHP			BHP	1625	1655	BHP	1495	1530	BHP	1355	1385	BHP	1255	1280
RPM			RPM	2310	2325	RPM	2160	2190	RPM	2040	2095	RPM	1960	2015
BMEP			BMEP	166	168	BMEP	164	165	BMEP	157	156	BMEP	151	150
F.F.			F.F.	690	700	F.F.	615	620	F.F.	555	565	F.F.	520	530
EAS	/ 195 /		EAS	190	190	EAS	183	183	EAS	180	180	EAS	180	180
TAS			TAS	232	236	TAS	235	239	TAS	234	238	TAS	234	238
ΔTIME			ΔTIME	1:05	1:04	ΔTIME	1:13	1:13	ΔTIME	1:21	1:20	ΔTIME	1:26	1:25
ΔDIST			ΔDIST	252	252	ΔDIST	286	289	ΔDIST	316	316	ΔDIST	337	337
135,500 TO 132,500 LB			123,500 TO 120,500 LB			111,500 TO 108,500 LB			99,500 TO 96,500 LB			87,500 TO 84,500 LB		
ALT	12,000	13,000	ALT	14,000	15,000	ALT	16,000	17,000	ALT	17,000	18,000	ALT	17,000	18,000
BHP	1740	1770	BHP	1600	1625	BHP	1450	1475	BHP	1325	1345	BHP	1235	1255
RPM	2385	2400	RPM	2290	2300	RPM	2100	2125	RPM	2020	2070	RPM	1940	2000
BMEP	172	174	BMEP	165	167	BMEP	164	164	BMEP	155	154	BMEP	150	148
F.F.	755	765	F.F.	675	680	F.F.	590	600	F.F.	545	555	F.F.	510	520
EAS	194	194	EAS	188	188	EAS	182	182	EAS	180	180	EAS	180	180
TAS	233	237	TAS	233	237	TAS	233	237	TAS	234	238	TAS	234	238
ΔTIME	1:00	0:59	ΔTIME	1:07	1:06	ΔTIME	1:16	1:15	ΔTIME	1:23	1:21	ΔTIME	1:28	1:26
ΔDIST	232	232	ΔDIST	259	261	ΔDIST	296	296	ΔDIST	322	322	ΔDIST	344	343
132,500 TO 129,500 LB			120,500 TO 117,500 LB			108,500 TO 105,500 LB			96,500 TO 93,500 LB					
ALT	12,000	13,000	ALT	14,000	15,000	ALT	17,000	18,000	ALT	17,000	18,000			
BHP	1960	1720	BHP	1555	1580	BHP	1425	1450	BHP	1305	1320			
RPM	2360	2370	RPM	2235	2260	RPM	2090	2140	RPM	2000	2050			
BMEP	169	171	BMEP	164	165	BMEP	161	160	BMEP	154	152			
F.F.	730	740	F.F.	650	660	F.F.	580	590	F.F.	535	545			
EAS	193	193	EAS	187	187	EAS	181	181	EAS	180	180			
TAS	232	235	TAS	232	236	TAS	236	240	TAS	234	238			
ΔTIME	1:02	1:01	ΔTIME	1:09	1:08	ΔTIME	1:18	1:16	ΔTIME	1:24	1:23			
ΔDIST	238	238	ΔDIST	268	268	ΔDIST	305	305	ΔDIST	328	328			
129,500 TO 126,500 LB			117,500 TO 114,500 LB			105,500 TO 102,500 LB			93,500 TO 90,500 LB					
ALT	13,000	14,000	ALT	15,000	16,000	ALT	17,000	18,000	ALT	17,000	18,000			
BHP	1670	1695	BHP	1530	1550	BHP	1390	1415	BHP	1275	1300			
RPM	2345	2355	RPM	2200	2220	RPM	2060	2115	RPM	1980	2030			
BMEP	167	170	BMEP	164	165	BMEP	159	158	BMEP	152	151			
F.F.	715	725	F.F.	630	640	F.F.	565	575	F.F.	525	535			
EAS	192	192	EAS	185	185	EAS	180	180	EAS	180	180			
TAS	234	238	TAS	233	237	TAS	234	238	TAS	234	238			
ΔTIME	1:03	1:02	ΔTIME	1:11	1:10	ΔTIME	1:20	1:18	ΔTIME	1:26	1:24			
ΔDIST	246	246	ΔDIST	278	278	ΔDIST	310	310	ΔDIST	334	334			

- NOTES: 1. Values shown are for weight bracket midpoints.
 2. Power settings are for inboard engines and include primary heat-exchanger scoop and exit door drag allowance.
 3. Tip tank installation reduces EAS approximately 2 knots.
 4. Slashed brackets represent high blower, lean mixture, retard spark (20°) data.

Figure A6-36 (Sheet 5 of 5)

THREE ENGINE OPERATION LONG RANGE CRUISE — OPERATING TABLES

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB/US GAL

GROSS WEIGHT — LB —	H ₀ 1000 FT	1	3	5	7	9	11	13	15	17	19	21	23
	BLOWER	LOW BLOWER											
139,000	BHP	2200	2266	2336	2408	2484							
	RPM	2600	2600	2600	2600	2600							
	BMEP	200	206	212	219	226							
	F. F.	1310	1370	1415	1450	1500							
TO 136,000	EAS	191	191	191	191	191							
	TAS	195	199	206	212	219							
	Δ TIME	0:46	0:44	0:42	0:42	0:40							
	Δ DIST	149	146	146	146	146							
136,000	BHP	2040	2101	2165	2233	2303							
	RPM	2500	2500	2600	2600	2600							
	BMEP	192	198	197	203	209							
	F. F.	1255	1290	1355	1405	1450							
TO 133,000	EAS	189	189	189	189	189							
	TAS	193	197	204	210	218							
	Δ TIME	0:48	0:47	0:44	0:43	0:41							
	Δ DIST	153	153	150	150	150							
133,000	BHP	1979	2039	2100	2166	2234	2305						
	RPM	2500	2500	2500	2600	2600	2600						
	BMEP	187	193	198	197	203	209						
	F. F.	1240	1265	1300	1380	1405	1405						
TO 130,000	EAS	188	188	188	188	188	183						
	TAS	191	197	203	209	216	216						
	Δ TIME	0:48	0:47	0:46	0:44	0:43	0:43						
	Δ DIST	154	156	156	151	153	153						
130,000	BHP	1918	1976	2036	2099	2165	2234						
	RPM	2495	2500	2500	2500	2600	2600						
	BMEP	182	187	192	199	204	211						
	F. F.	820	1210	1250	1285	1350	1400						
TO 127,000	EAS	186	186	186	186	186	186						
	TAS	189	195	200	206	212	220						
	Δ TIME	1:13	0:49	0:48	0:47	0:44	0:43						
	Δ DIST	231	161	160	160	157	157						
127,000	BHP	1867	1924	1982	2043	2108	2175						
	RPM	2430	2475	2500	2500	2500	2600						
	BMEP	181	184	187	192	199	198						
	F. F.	790	810	1205	1250	1290	1350						
TO 124,000	EAS	185	185	185	185	185	185						
	TAS	188	193	200	206	212	216						
	Δ TIME	1:16	1:14	0:50	0:48	0:46	0:44						
	Δ DIST	238	236	166	165	164	160						
124,000	BHP	1806	1861	1918	1977	2039	2104						
	RPM	2345	2395	2450	2500	2500	2500						
	BMEP	182	184	185	187	192	198						
	F. F.	755	775	800	1195	1240	1285						
TO 121,000	EAS	183	183	183	183	183	183						
	TAS	186	191	197	203	210	216						
	Δ TIME	1:20	1:17	1:15	0:50	0:48	0:47						
	Δ DIST	246	246	246	170	170	168						

- NOTES: 1. Values shown are for weight bracket midpoints.
 2. Blower shift indicated by heavy line. ■ Shaded areas are for AUTO RICH operation.
 3. Power settings are for inboard engines and include primary heat-exchanger scoop and exit door drag allowance.
 4. Prop feathered and all flaps closed on inoperative engine.
 5. Tip tank installation decreases EAS approximately 2 knots.

Figure A6-37 (Sheet 1 of 3)

THREE ENGINE OPERATION LONG RANGE CRUISE — OPERATING TABLES

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB/US GAL

GROSS WEIGHT — LB —	H _d 1000 FT	1	3	5	7	9	11	13	15	17	19	21	23
		BLOWER	LOW BLOWER						HIGH BLOWER				
121,000	BHP	1747	1800	1855	1913	1973	2036	2105	2187	2245	2218		
	RPM	2275	2320	2370	2430	2500	2500	2500	2600	2600	2600		
	BMEP	182	183	185	186	186	192	199	197	204	201		
	F. F.	725	745	770	790	1190	1225	1415	1475	1510	1480		
TO	EAS	182	182	182	182	182	182	182	182	182	174		
	TAS	185	190	196	202	208	215	222	230	237	234		
	Δ TIME	1:23	1:21	1:18	1:16	0:50	0:48	:42	:41	:40	:41		
	Δ DIST	256	255	255	255	175	175	157	157	157	158		
118,000	BHP	1695	1746	1799	1855	1913	1974	2038	2105	2176	2249		
	RPM	2205	2250	2300	2350	2410	2500	2500	2500	2600	2600		
	BMEP	181	183	185	187	188	186	193	199	198	204		
	F. F.	700	720	740	760	780	1185	1370	1400	1465	1490		
TO	EAS	180	180	180	180	180	180	180	180	180	180		
	TAS	183	188	194	200	206	213	220	227	234	242		
	Δ TIME	1:26	1:23	1:21	1:19	1:17	0:51	:44	:43	:41	:40		
	Δ DIST	261	261	261	263	264	180	161	162	162	164		
115,000	BHP	1643	1693	1744	1798	1855	1914	1976	2041	2109	2181		
	RPM	2130	2180	2230	2285	2350	2445	2500	2500	2500	2500		
	BMEP	182	183	185	186	186	185	186	193	199	198		
	F. F.	675	690	710	730	755	780	1325	1350	1380	1440		
TO	EAS	178	178	178	178	178	178	178	178	178	178		
	TAS	181	186	192	198	204	210	218	224	232	240		
	Δ TIME	1:24	1:27	1:25	1:22	1:20	1:17	0:45	:45	:44	:42		
	Δ DIST	268	270	271	271	270	269	164	167	167	167		
112,000	BHP	1593	1641	1691	1744	1799	1856	1810	1929	2045	2115	2059	
	RPM	2060	2110	2165	2215	2280	2400	2490	2500	2500	2500	2600	2600
	BMEP	183	183	184	186	186	183	187	187	193	200	187	187
	F. F.	650	665	685	700	705	755	800	1310	1340	1370	1360	1360
TO	EAS	177	177	177	177	177	177	177	177	177	177	168	168
	TAS	180	185	191	197	203	209	216	224	230	238	227	227
	Δ TIME	1:32	1:31	1:28	1:26	1:25	1:20	1:09	0:46	0:45	:44	:44	:44
	Δ DIST	277	279	279	281	287	277	246	171	172	174	168	168
109,000	BHP	1539	1586	1634	1685	1738	1795	1851	1905	1976	2043	2114	
	RPM	2000	2040	2085	2135	2230	2360	2450	2490	2500	2500	2600	2600
	BMEP	182	183	185	188	184	180	178	180	186	193	192	192
	F. F.	625	640	660	680	700	725	800	820	1290	1325	1385	1385
TO	EAS	175	175	175	175	175	175	175	175	175	175	175	175
	TAS	178	183	188	194	200	207	214	220	228	236	244	244
	Δ TIME	1:36	1:34	1:31	1:28	1:26	1:23	1:15	1:13	0:46	0:45	:43	:43
	Δ DIST	284	285	285	285	285	285	268	269	177	178	176	176
106,000	BHP	1485	1529	1576	1625	1676	1730	1786	1840	1910	1971	2039	1950
	RPM	1930	1970	2015	2065	2195	2315	2450	2440	2450	2500	2600	2600
	BMEP	182	183	185	186	181	177	172	178	181	186	188	177
	F. F.	600	620	635	650	675	700	730	790	815	1290	1350	1390
TO	EAS	174	174	174	174	174	174	174	174	174	174	174	164
	TAS	177	182	187	193	199	206	212	219	227	234	243	237
	Δ TIME	1:40	1:39	1:35	1:32	1:29	1:26	1:22	1:16	1:14	0:46	:45	:43
	Δ DIST	294	298	294	297	295	294	290	277	278	181	181	171

1. Low blower lean data are 10-percent. High blower lean data are 15-percent.
2. Values shown are for weight bracket midpoints.
3. Blower shift indicated by heavy line. ■ Shaded areas are for AUTO RICH operation.
4. Power settings are for inboard engines and include primary heat-exchanger scoop and exit door drag allowance.
5. Prop feathered and all flaps closed on inoperative engine.
6. Tip tank installation decreases EAS approximately 2 knots.
7. Slashed area represents high blower operation, lean mixture, and retard spark.

Figure A6-37 (Sheet 2 of 3)

THREE ENGINE OPERATION LONG RANGE CRUISE – OPERATING TABLES

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB/US GAL

GROSS WEIGHT - LB -	H ₂	1	3	5	7	9	11	13	15	17	19	21	23
	1000 FT BLOWER	LOW BLOWER							HIGH BLOWER				
103,000 TO	BHP	1437	1480	1525	1573	1620	1674	1728	1785	1840	1902	1973	1878
	RPM	1865	1910	1950	2030	2150	2280	2400	2400	2435	2495	2500	2600
	BMEP	182	183	185	183	178	173	170	176	178	180	186	171
	F. F.	580	595	610	630	655	680	710	755	780	810	1280	1240
100,000 TO	EAS	173	173	173	173	173	173	173	173	173	173	173	160
	TAS	176	181	186	192	198	204	211	218	225	235	241	231
	Δ TIME	1:44	1:41	1:38	1:35	1:32	1:28	1:25	1:19	1:17	1:15	1:47	1:48
	Δ DIST	305	305	305	304	302	300	298	289	288	288	288	186
100,000 TO	BHP	1385	1427	1471	1516	1564	1614	1666	1721	1785	1845	1902	1969
	RPM	1795	1830	1900	2000	2110	2230	2360	2370	2395	2455	2500	2600
	BMEP	182	184	183	179	175	171	167	171	176	177	180	179
	F. F.	555	570	590	610	630	655	680	710	745	770	1230	1300
97,000 TO	EAS	172	172	172	172	172	172	172	172	172	172	172	172
	TAS	175	180	185	191	197	203	210	217	224	232	240	248
	Δ TIME	1:47	1:45	1:42	1:38	1:35	1:32	1:28	1:22	1:21	1:18	0:49	0:46
	Δ DIST	316	316	314	314	312	310	309	305	301	301	195	191
97,000 TO	BHP	1339	1379	1421	1465	1511	1559	1610	1663	1718	1778	1838	1903
	RPM	1735	1770	1865	1965	2075	2195	2310	2450	2360	2390	2500	2600
	BMEP	182	184	180	176	172	170	165	160	172	176	173	173
	F. F.	535	550	570	590	610	635	660	690	720	735	1180	1255
94,000 TO	EAS	170	170	170	170	170	170	170	170	170	170	170	170
	TAS	173	178	183	189	195	201	207	214	222	229	237	245
	Δ TIME	1:52	1:49	1:45	1:42	1:38	1:35	1:31	1:27	1:23	1:23	0:51	0:48
	Δ DIST	324	324	321	320	320	317	314	310	309	311	201	195
94,000 TO	BHP	1302	1341	1382	1425	1470	1517	1566	1617	1671	1735	1788	1851
	RPM	1690	1750	1840	1935	2050	2160	2285	2410	2330	2350	2500	2500
	BMEP	182	181	177	174	169	166	162	158	170	173	169	174
	F. F.	520	540	555	575	600	620	645	670	695	710	1150	1190
91,000 TO	EAS	170	170	170	170	170	170	170	170	170	170	170	170
	TAS	173	178	183	189	195	201	207	214	222	229	237	245
	Δ TIME	1:56	1:51	1:47	1:44	1:40	1:39	1:33	1:27	1:26	1:25	0:52	0:50
	Δ DIST	333	329	330	329	325	330	321	312	319	323	206	206
91,000 TO	BHP	1269	1307	1347	1388	1432	1478	1526	1576	1623	1683	1742	1803
	RPM	1650	1730	1820	1915	2020	2130	2245	2390	2305	2315	2485	2500
	BMEP	182	178	175	171	167	164	160	156	166	172	165	170
	F. F.	510	525	540	560	580	605	630	655	675	695	730	1170
88,000 TO	EAS	170	170	170	170	170	170	170	170	170	170	170	170
	TAS	173	178	183	189	195	201	207	214	222	229	237	246
	Δ TIME	1:58	1:54	1:51	1:47	1:43	1:39	1:35	1:32	1:29	1:26	1:22	0:51
	Δ DIST	340	339	338	337	336	332	328	326	329	330	225	210
88,000 TO	BHP	1236	1273	1312	1353	1395	1440	1487	1535	1587	1641	1697	1757
	RPM	1620	1705	1795	1895	1995	2100	2215	2340	2495	2300	2435	2500
	BMEP	180	176	173	169	165	162	159	155	150	168	165	166
	F. F.	495	510	530	565	570	590	610	635	665	670	710	1130
85,000 TO	EAS	170	170	170	170	170	170	170	170	170	170	170	170
	TAS	173	178	183	189	195	201	207	214	220	229	237	246
	Δ TIME	2:01	1:58	1:53	1:50	1:45	1:42	1:38	1:35	1:31	1:27	1:25	0:53
	Δ DIST	350	349	347	347	342	341	340	337	332	334	335	218

- 1.
2. Values shown are for weight bracket midpoints.
3. Blower shift indicated by heavy line. Shaded areas are for AUTO RICH operation.
4. Power settings are for inboard engines and include primary heat-exchanger scoop and exit door drag allowance.
5. Prop feathered and all flaps closed on inoperative engine.
6. Tip tank installation decreases EAS approximately 2 knots.
7. Slashed area represents high blower operation, lean mixture, and retard spark.

Figure A6-37 (Sheet 3 of 3)

**TWO ENGINE OPERATION
LONG RANGE CRUISE — OPERATING TABLES
LOW BLOWER**

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB/US GAL

GROSS WEIGHT LB	H ₀ 1000 FT	1	3	5	7	9	11
	BLOWER	LOW BLOWER					
127,000 TO	BHP	2600	2690	2768			
	RPM	2600	2600	2600			
	BMEP	236	244	251			
	F. F.	1710	1755	1815			
124,000	EAS	160	160	160			
	TAS	162	167	172			
	Δ TIME	:53	:51	:50			
	Δ DIST	143	143	143			
124,000 TO	BHP	2480	2545	2642			
	RPM	2600	2600	2600			
	BMEP	225	231	240			
	F. F.	1615	1665	1720			
121,000	EAS	160	160	160			
	TAS	162	167	172			
	Δ TIME	:56	:54	:52			
	Δ DIST	152	150	149			
121,000 TO	BHP	2412	2495	2567			
	RPM	2600	2600	2600			
	BMEP	219	226	233			
	F. F.	1565	1610	1665			
118,000	EAS	160	160	160			
	TAS	162	167	172			
	Δ TIME	:58	:56	:54			
	Δ DIST	157	156	155			
118,000 TO	BHP	2345	2415	2495	2567		
	RPM	2600	2600	2600	2600		
	BMEP	213	219	226	233		
	F. F.	1515	1560	1605	1660		
115,000	EAS	160	160	160	160		
	TAS	162	167	172	178		
	Δ TIME	:59	:58	:56	:54		
	Δ DIST	160	160	160	160		
115,000 TO	BHP	2280	2345	2422	2495		
	RPM	2600	2600	2600	2600		
	BMEP	207	213	220	226		
	F. F.	1465	1505	1550	1600		
112,000	EAS	160	160	160	160		
	TAS	162	167	172	178		
	Δ TIME	1:01	1:00	:58	:56		
	Δ DIST	165	167	167	167		

- NOTES: 1. Values shown are for weight bracket midpoints.
 2. Shaded areas are for AUTO RICH operation.
 3. Primary and Secondary Heat Exchanger Scoops and Exit Doors Closed.
 4. Props feathered and all flaps closed on inoperative engines.

Figure A6-38 (Sheet 1 of 3)

TWO ENGINE OPERATION
LONG RANGE CRUISE — OPERATING TABLES
LOW BLOWER

MODEL: C-121G
 DATA AS OF: 31 AUGUST 1968
 DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
 PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
 FUEL DENSITY: 6.0 LB/US GAL

GROSS WEIGHT LB	H ₂ 1000 FT	1	3	5	7	9	11
	BLOWER	LOW BLOWER					
112,000 TO	BHP	2218	2280	2345	2422		
	RPM	2600	2600	2600	2600		
109,000 TO	BMEP	201	207	213	220		
	F. F.	1415	1455	1500	1550		
109,000 TO	EAS	160	160	160	160		
	TAS	162	167	172	178		
106,000 TO	Δ TIME	1:04	1:02	1:00	:58		
	Δ DIST	174	173	172	172		
109,000 TO	BHP	2148	2218	2280	2345	2400	
	RPM	2600	2600	2600	2600	2600	
106,000 TO	BMEP	195	201	207	213	218	
	F. F.	1365	1410	1450	1490	1535	
106,000 TO	EAS	160	160	160	160	160	
	TAS	162	167	172	178	183	
103,000 TO	Δ TIME	1:06	1:04	1:02	1:00	:58	
	Δ DIST	178	178	178	178	178	
106,000 TO	BHP	2098	2140	2203	2270	2339	
	RPM	2500	2600	2600	2600	2600	
103,000 TO	BMEP	198	194	200	206	212	
	F. F.	1290	1350	1395	1435	1485	
103,000 TO	EAS	160	160	160	160	160	
	TAS	162	167	172	178	183	
100,000 TO	Δ TIME	1:10	1:07	1:05	1:03	1:01	
	Δ DIST	190	187	186	186	186	
103,000 TO	BHP	2020	2083	2140	2218	2280	
	RPM	2500	2500	2600	2600	2600	
100,000 TO	BMEP	191	197	194	201	207	
	F. F.	1245	1285	1340	1390	1435	
100,000 TO	EAS	160	160	160	160	160	
	TAS	162	167	172	178	183	
97,000 TO	Δ TIME	1:12	1:10	1:07	1:05	1:03	
	Δ DIST	195	195	193	193	192	
100,000 TO	BHP	1960	2020	2083	2128	2218	
	RPM	2500	2500	2500	2600	2600	
97,000 TO	BMEP	185	191	197	193	201	
	F. F.	1200	1240	1275	1325	1385	
97,000 TO	EAS	160	160	160	160	160	
	TAS	162	167	172	178	183	
97,000 TO	Δ TIME	1:15	1:13	1:11	1:08	1:05	
	Δ DIST	202	202	202	202	198	

- NOTES: 1. Values shown are for weight bracket midpoints.
 2. Shaded areas are for AUTO RICH operation.
 3. Primary and Secondary Heat Exchanger Scoops and Exit Doors Closed.
 4. Props feathered and all flaps closed on inoperative engines.

Figure A6-38 (Sheet 2 of 3)

**TWO ENGINE OPERATION
LONG RANGE CRUISE – OPERATING TABLES
LOW BLOWER**

MODEL: C-121G
DATA AS OF: 31 AUGUST 1968
DATA BASIS: FLIGHT TEST

ENGINE: (4) R3350-93A
PROPS: HAM. STD. 43H60/6959B-O

FUEL GRADE: 115/145
FUEL DENSITY: 6.0 LB/US GAL

GROSS WEIGHT LB	H _d 1000 FT	1	3	5	7	9	11
	BLOWER	LOW BLOWER					
97,000	BHP	1904	1960	2020	2074	2140	2218
	RPM	2470	2500	2500	2500	2500	2600
	BMEP	182	185	191	196	194	201
	F. F.	815	1180	1230	1270	1320	1380
TO 94,000	EAS	160	160	160	160	160	160
	TAS	162	167	172	178	183	189
	Δ TIME	1:50	1:16	1:13	1:11	1:08	1:05
	Δ DIST	298	212	210	210	206	205
94,000	BHP	1850	1897	1970	2020	2074	2148
	RPM	2400	2450	2500	2500	2500	2600
	BMEP	182	183	186	191	196	195
	F. F.	775	800	1175	1225	1270	1325
TO 91,000	EAS	160	160	160	160	160	160
	TAS	162	167	172	178	183	189
	Δ TIME	1:56	1:52	1:16	1:14	1:11	1:08
	Δ DIST	312	312	220	220	217	214
91,000	BHP	1796	1841	1893	1970	2020	2074
	RPM	2330	2375	2430	2500	2500	2500
	BMEP	182	183	184	186	191	196
	F. F.	750	770	790	1175	1225	1270
TO 88,000	EAS	160	160	160	160	160	160
	TAS	162	167	172	178	183	189
	Δ TIME	2:00	1:57	1:54	1:16	1:14	1:11
	Δ DIST	324	325	326	227	226	224
88,000	BHP	1750	1792	1840	1897	1970	2020
	RPM	2270	2310	2360	2420	2500	2500
	BMEP	182	183	184	185	186	191
	F. F.	720	740	760	785	1175	1225
TO 85,000	EAS	160	160	160	160	160	160
	TAS	162	167	172	178	183	189
	Δ TIME	2:05	2:01	1:59	1:55	1:16	1:14
	Δ DIST	337	338	340	342	234	233

- NOTES: 1. Values shown are for weight bracket midpoints.
 2. Shaded areas are for AUTO RICH operation.
 3. Primary and Secondary Heat Exchanger Scoops and Exit Doors Closed.
 4. Props feathered and all flaps closed on inoperative engines.

Figure A6-38 (Sheet 3 of 3)