



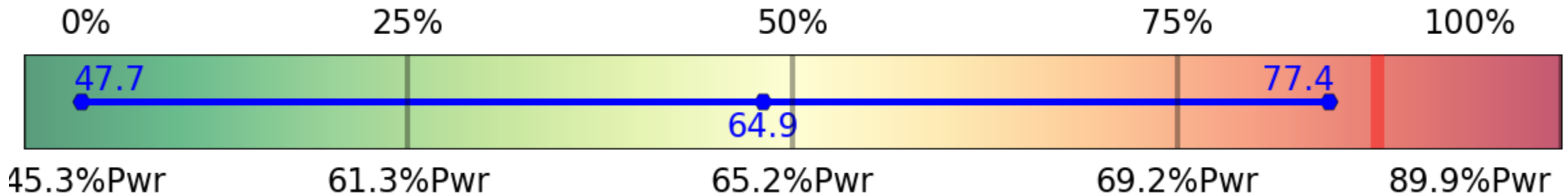
# Report Card *Beta*

## TB-20 Trinidad · IO-540 · EDM-730

Includes 29 flights between Jun 23, 2015 and Jun 22, 2016, compared with 936 flights by a cohort of 30 TB-20 Trinidad aircraft.

### Percent Power in Cruise

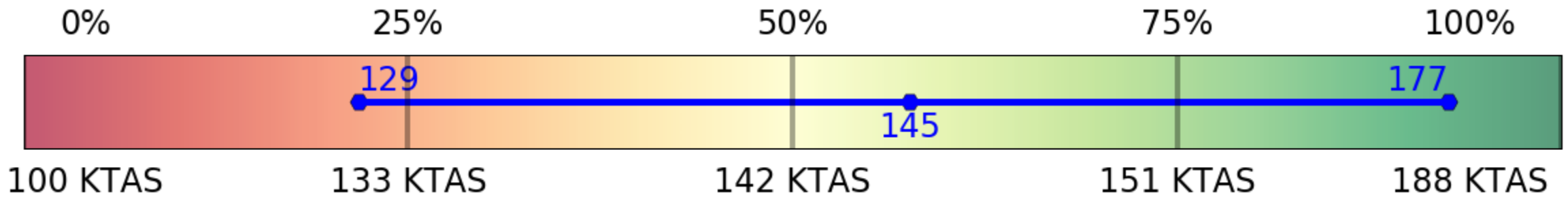
**Description:** Shows your engine's power output during cruise flight. High power output for extended periods can contribute to reduced fuel efficiency, elevated CHT and reduced cylinder life.



**Savvy says:** Your engine's power output during cruise flight is in the 48th percentile range of your cohort, which is about average.

### Speed in Cruise (K.)

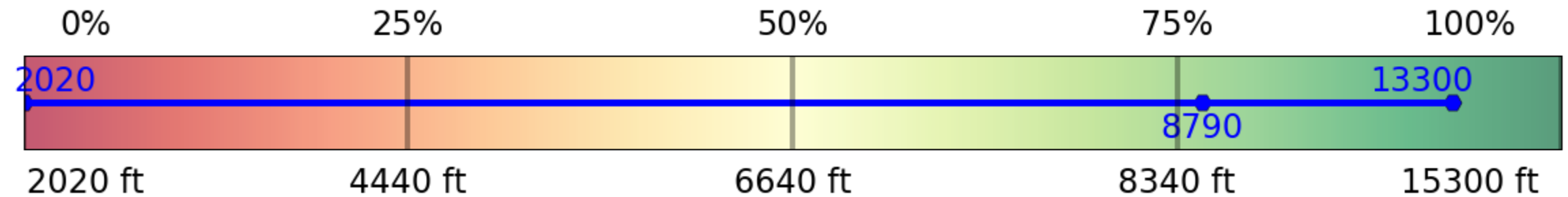
**Description:** We use TAS if available, otherwise ground speed. Higher speed might be due to high power output, resulting in high CHT and reduced cylinder life. Or possibly operation at higher, more efficient altitudes.



**Savvy says:** Your cruise speed is average when compared with your cohort.

### Altitude in Cruise (MSL)

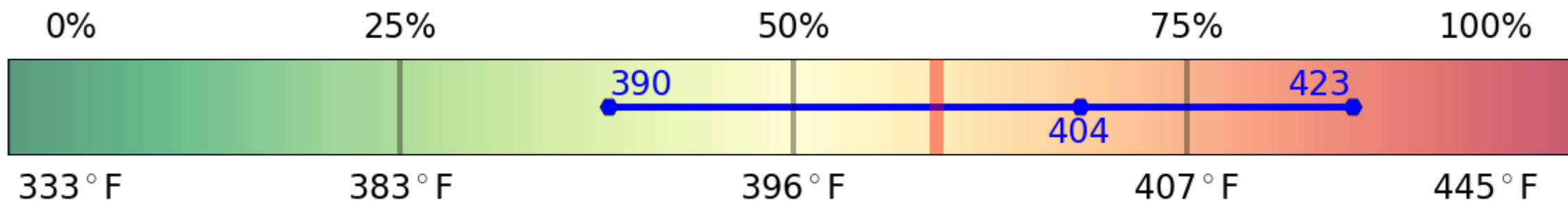
**Description:** Shows the altitude during the cruise phase of flight. For turbocharged aircraft, higher altitudes generally provide better performance and efficiency.



**Savvy says:** Your cruising altitudes tend to be high, resulting in good fuel efficiency and performance.

### Maximum CHT during Flight (deg. F.)

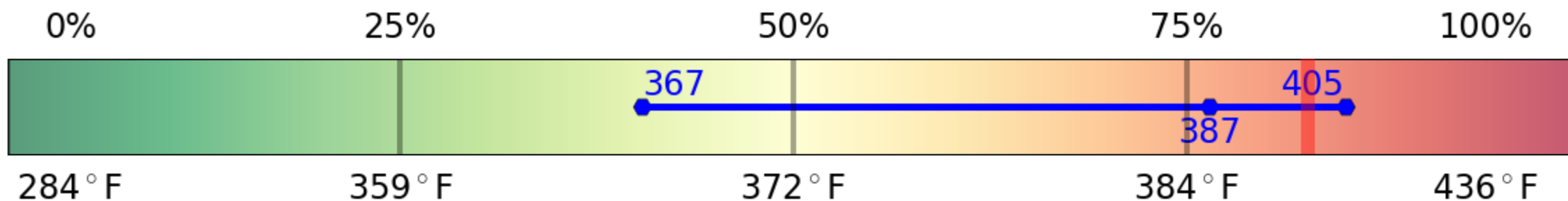
**Description:** Shows the maximum CHT attained during each flight, most likely during climb phase. Prolonged periods of high CHT can contribute to reduced cylinder life.



**Savvy says:** Not bad. Your maximum CHTs have been moderate, with a median in the 69th percentile range of the cohort. We think you can expect average longevity of your cylinders if you continue operating with your current power settings.

### Maximum CHT in Cruise (deg. F.)

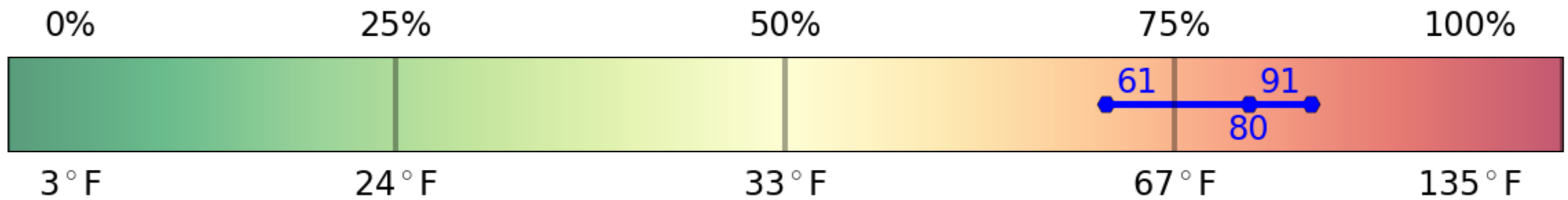
**Description:** Shows the maximum cylinder head temperature (CHT) during the cruise phase of flight, an indication of the stress placed on your engine's reciprocating components. High CHT correlates with reduced longevity of cylinder assemblies.



**Savvy says:** ALERT: Your cruise CHTs have been higher than 81% of the cohort which does not bode well for the longevity of your cylinders. We suggest that you adjust your leaning procedures and/or power settings to reduce your CHTs in cruise.

### Maximum CHT Spread in Cruise (deg. F.)

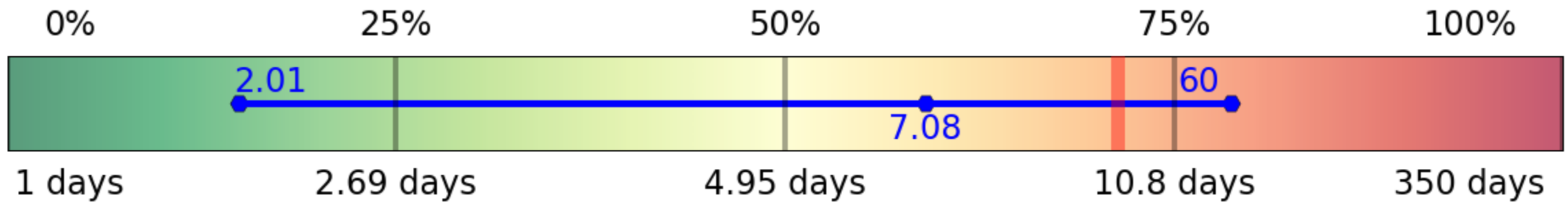
**Description:** Shows the temperature spread between your hottest and coolest cylinders at maximum CHT during cruise. The spread is an indication of mixture distribution and the adequacy of cooling airflow to all cylinders.



**Savvy says:** The median value of maximum CHT spread is in the 92th percentile range of the cohort.

### Inactivity Periods (days)

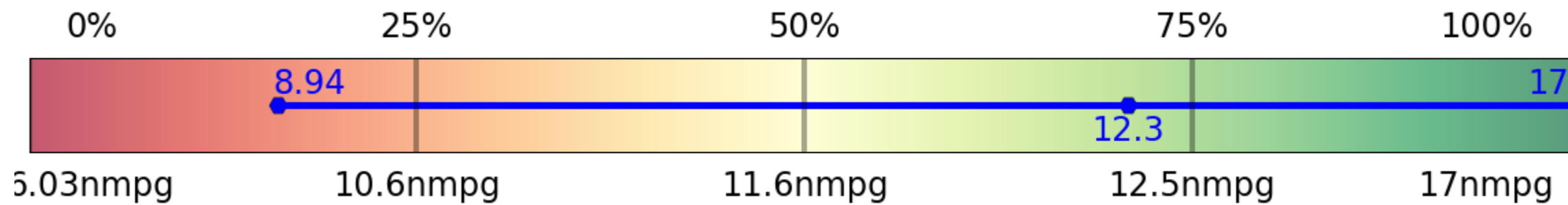
**Description:** Shows the number of days your aircraft was inactive between flights. Inactivity can contribute to engine corrosion and reduced life of engine components.



**Savvy says:** Your engine's inactivity is about average when compared to your cohort. Savvy recommends continuing to fly as frequently as possible

### Fuel Efficiency (nm per gal.)

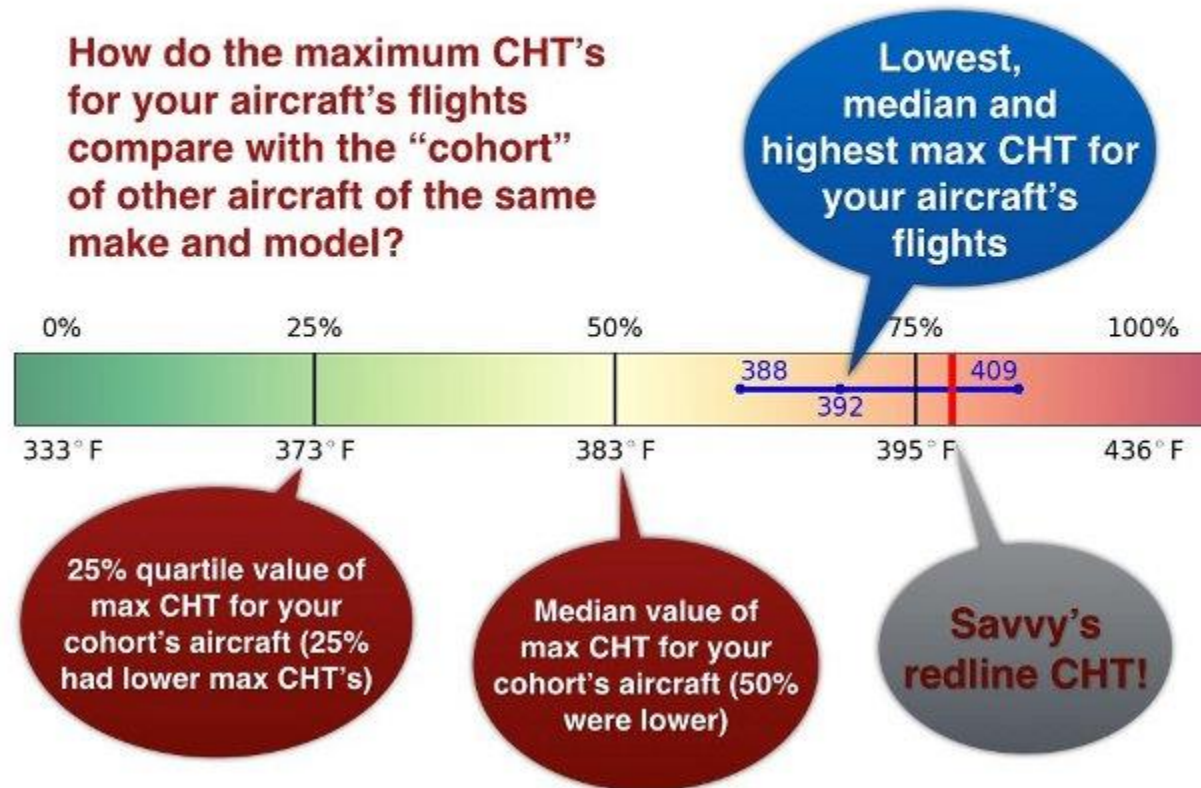
**Description:** Shows your aircraft's fuel efficiency during cruise flight.



**Savvy says:** Your aircraft's fuel efficiency is excellent.

## Interpreting these Report Card “thermometers”

How do the maximum CHT's for your aircraft's flights compare with the “cohort” of other aircraft of the same make and model?



For more information about the contents of this SavvyAnalysis Report Card and how to interpret it, see our [FAQ page](#). If you have questions or comments, please [let us know](#).

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