CESSNA

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1973

WORLD'S LARGEST PRODUCER OF GENERAL AVIATION AIRCRAFT SINCE 1956

MODEL 177 AND CARDINAL

OWNER'S MANUAL

PERFORMANCE - SPECIFICATIONS

	* Cardinal
GROSS WEIGHT	2500 lbs
SPEED:	
Top Speed at Sea Level	156 mph
Cruise, 75% Power at 8000 ft	143 mph
RANGE:	
Cruise, 75% Power at 8000 ft	695 miles
49 Gal., No Reserve	4.9 hours
	143 mph
Cruise, 75% Power at 8000 ft	855 miles
60 Gal., No Reserve	6.0 hours
	143 mph
Optimum Range at 10,000 ft	790 miles
49 Gal., No Reserve	6.3 hours
	125 mph
Optimum Range at 10,000 ft	965 miles
60 Gal., No Reserve	7.7 hours
	125 mph
RATE OF CLIMB AT SEA LEVEL	840 fpm
SERVICE CEILING	14,600 ft
TAKE-OFF:	
Ground Run	750 ft
Total Distance Over 50-Foot Obstacle	1400 ft
LANDING:	
Ground Roll	600 ft
Total Distance Over 50-Foot Obstacle	1220 ft
STALL SPEEDS:	
Flaps Up, Power Off	63 mph
Flaps Down, Power Off	53 mph
EMPTY WEIGHT: (Approximate)	
Cardinal	1495 lbs
Model 177B	1450 lbs
USEFUL LOAD:	
Cardinal	1005 lbs
Model 177B	1050 lbs
BAGGAGE	120 lbs
WING LOADING: Pounds/Sq Foot	14.4
POWER LOADING: Pounds/HP	13.9
FUEL CAPACITY: Total	
Standard	50 gal.
Optional	61 gal.
OIL CAPACITY	9 qts
PROPELLER: Constant-Speed (Diameter)	76 inches
ENGINE:	
Lycoming Engine	O-360-A1F6D
180 rated HP at 2700 RPM	

NOTE: Performance data is shown for the Cardinal which is 2 to 3 mph faster than a standard-equipped Model 177 (without speed fairings). There is a corresponding difference in range, while all other performance figures are the same for the 177 as shown for the Cardinal.

* This manual covers operation of the Model 177/Cardinal which is certificated as Model 177B under FAA Type Certificate No. A13CE.

CONGRATULATIONS.....

Welcome to the ranks of Cessna owners! Your Cessna has been designed and constructed to give you the most in performance, economy, and comfort. It is our desire that you will find flying it, either for business or pleasure, a pleasant and profitable experience.

This Owner's Manual has been prepared as a guide to help you get the most pleasure and utility from your Model 177/Cardinal. It contains information about your Cessna's equipment, operating procedures, and performance; and suggestions for its servicing and care. We urge you to read it from cover to cover, and to refer to it frequently.

Our interest in your flying pleasure has not ceased with your purchase of a Cessna. World-wide, the Cessna Dealer Organization backed by the Cessna Service Department stands ready to serve you. The following services are offered by most Cessna Dealers:

THE CESSNA WARRANTY -- It is designed to provide you with the most comprehensive coverage possible:

a. No exclusions
b. Coverage includes parts and labor
c. Available at Cessna Dealers world wide
d. Best in the industry

Specific benefits and provisions of the warranty plus other important benefits for you are contained in your Customer Care Program book supplied with your aircraft. Warranty service is available to you at any authorized Cessna Dealer throughout the world upon presentation of your Customer Care Card which establishes your eligibility under the warranty.

FACTORY TRAINED PERSONNEL to provide you with courteous expert service.

FACTORY APPROVED SERVICE EQUIPMENT to provide you with the most efficient and accurate workmanship possible.

A STOCK OF GENUINE CESSNA SERVICE PARTS on hand when you need them.

THE LATEST AUTHORITATIVE INFORMATION FOR SERVICING CESSNA AIRPLANES, since Cessna Dealers have all of the Service Manuals and Parts Catalogs, kept current by Service Letters and Service News Letters, published by Cessna Aircraft Company.

We urge all Cessna owners to use the Cessna Dealer Organization to the fullest.

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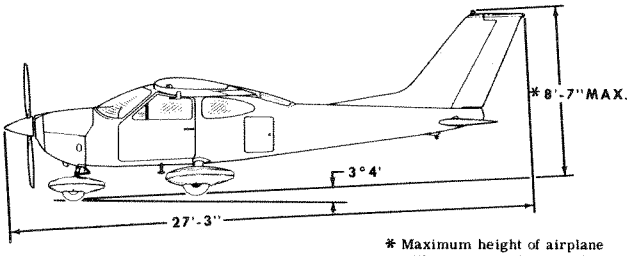
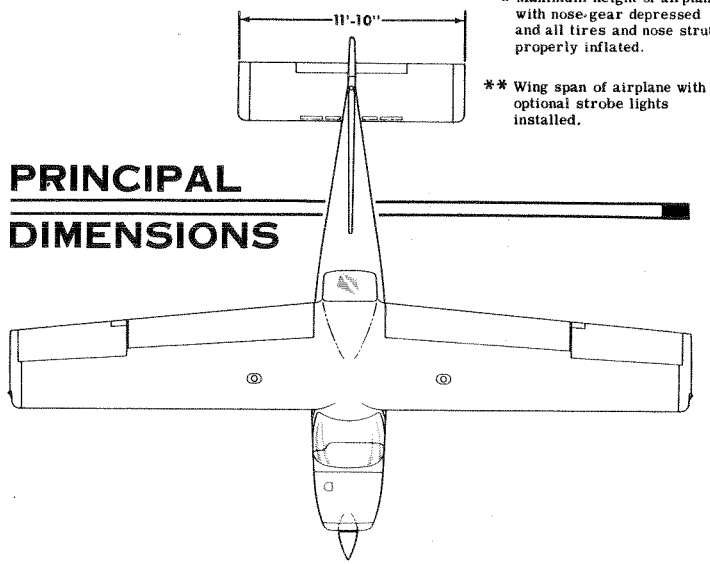
PRINCIPAL DIMENSIONS



* Maximum height of airplane with nose gear depressed and all tires and nose strut properly inflated.

** Wing span of airplane with optional strobe lights installed.



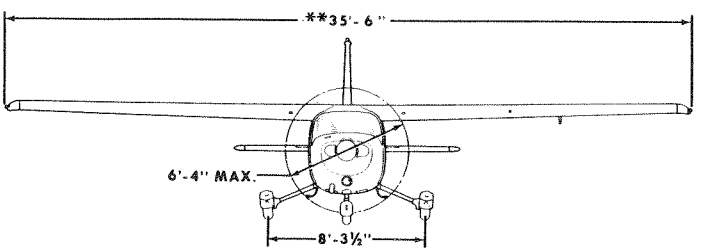


TABLE OF CONTENTS

This manual describes the operation and performance of both the Cessna Model 177 and the Cardinal. Equipment described as "Optional" denotes that the subject equipment is optional on the Model 177. Much of this equipment is standard on the Cardinal.

Section I

OPERATING CHECK LIST

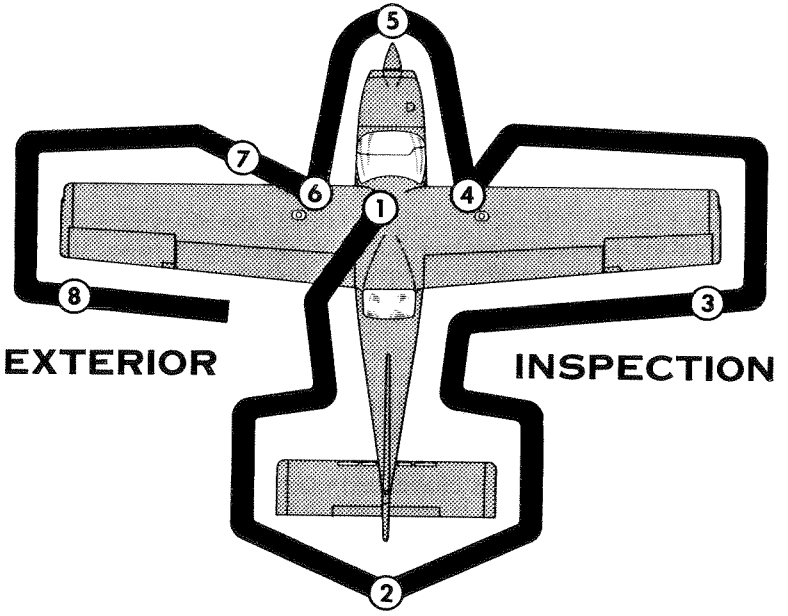
One of the first steps in obtaining the utmost performance, service, and flying enjoyment from your Cessna is to familiarize yourself with your airplane's equipment, systems, and controls. This can best be done by reviewing this equipment while sitting in the airplane. Those items whose function and operation are not obvious are covered in Section II.

Section I lists, in Pilot's Check List form, the steps necessary to operate your airplane efficiently and safely. It is not a check list in its true form as it is considerably longer, but it does cover briefly all of the points that you should know for a typical flight. An abbreviated check list covering the "Before Take-Off" and "Before Landing" phases of aircraft operation is provided on a plastic card and normally stowed in the map compartment. This abbreviated check list is a convenient reference of key items to be rechecked immediately prior to taxiing into position for take-off and before entering the final approach for landing.

The flight and operational characteristics of your airplane are normal in all respects. There are no "unconventional" characteristics or operations that need to be mastered. All controls respond in the normal way within the entire range of operation. All airspeeds mentioned in Sections I, II and III are indicated airspeeds. Corresponding calibrated airspeed may be obtained from the Airspeed Correction Table in Section VI.

BEFORE ENTERING THE AIRPLANE.

(1) Make an exterior inspection in accordance with figure 1-1.



Note

Visually check aircraft for general condition during walk-around inspection. In cold weather, remove even small accumulations of frost, ice or snow from wing, tail and control surfaces. Also, make sure that control surfaces contain no internal accumulations of ice or debris. If night flight is planned, check operation of all lights, and make sure a flashlight is available.

(1)
a. Remove control wheel lock.
b. Check ignition switch OFF.
c. Turn on master switch and check fuel quantity indicators, then turn off master switch.
d. Check fuel selector valve handle BOTH ON.
e. Check fuel shutoff valve knob safety-wired to the ON position.
f. Check baggage door for security. Lock with key if children are to occupy child's seat.

Figure

(2) a. Remove rudder gust lock, if installed.
b. Disconnect tail tie-down.
c. Check control surfaces for freedom of movement and security.

(3) a. Check aileron for freedom of movement and security.
b. Check fuel bay vent opening (at wing tip trailing edge) for stoppage.

(4) a. Disconnect wing tie-down.
b. Check main wheel tire for proper inflation.
c. Visually check fuel quantity for desired level, then check fuel filler cap secure and vent unobstructed.

(5) a. Inspect flight instrument static source opening on side of fuselage for stoppage (both sides).
b. Check oil level. Do not operate with less than six quarts. Fill to eight quarts for extended flight.
c. Before first flight of day and after each refueling, pull out strainer drain knob for about four seconds to clear fuel strainer of possible water and sediment. Check strainer drain closed. If water is observed, there is a possibility that the fuel bay sumps contain water. Thus, the drain plugs in the fuel bay sumps, fuel selector valve, fuel vent lines, and fuel reservoir should be removed to check for presence of water.
d. Check propeller and spinner for nicks and security, and propeller for oil leaks.
e. Check carburetor air filter (inside left nose cap opening).
f. Check landing light for condition and cleanliness.
g. Check nose wheel strut and tire for proper inflation.
h. Disconnect tie-down rope.

(6) a. Check main wheel tire for proper inflation.
b. Visually check fuel quantity for desired level, then check fuel filler cap secure and vent unobstructed.

(7) a. Check stall warning vent opening for stoppage.
b. Remove pitot tube cover, if installed, and check pitot tube opening for stoppage.
c. Disconnect wing tie-down.

(8) a. Check fuel bay vent opening (at wing tip trailing edge) for stoppage.
b. Check aileron for freedom of movement and security.

1-1.

BEFORE STARTING THE ENGINE.

(1) Seats, Seat Belts and Shoulder Harnesses -- Adjust and lock.
(2) Fuel Selector -- BOTH ON.
(3) Fuel Shutoff Valve Knob -- Check ON position (full in).
(4) Radios and Electrical Equipment -- OFF.
(5) Brakes -- Test and set.
(6) Cowl Flaps -- OPEN (move lever out of locking hole to reposition).

STARTING THE ENGINE.

(1) Mixture -- Rich.
(2) Propeller -- High RPM.
(3) Carburetor Heat -- Cold.
(4) Master Switch -- ON.
(5) Primer -- 1 to 6 strokes (depending on temperature; none required when engine is warm). Primer locked.
(6) Throttle -- Open 1/2 inch.
(7) Propeller Area -- Clear.
(8) Ignition Switch -- START, release to BOTH when engine starts.
(9) Oil Pressure -- Check.

BEFORE TAKE-OFF.

(1) Parking Brake -- Set.
(2) Cabin Doors -- Closed and locked.
(3) Flight Controls -- Check for free and correct movement.
(4) Stabilator and Rudder Trim -- Take-off setting.
(5) Fuel Selector Valve -- BOTH ON.
(6) Throttle Setting -- 1800 RPM.
(7) Engine Instruments and Ammeter -- Check.
(8) Carburetor Heat -- Check operation.
(9) Magnetos -- Check (RPM drop should not exceed 150 RPM on either magneto or 50 RPM differential between magnetos).
(10) Propeller -- Cycle from high to low RPM; return to high RPM (full in).
(11) Auxiliary Fuel Pump -- Check operation.

NOTE

Gravity feed will normally supply satisfactory fuel flow if the engine-driven fuel pump should fail. However, if fuel pressure drops below 2 psi, use the auxiliary fuel pump.

(12) Suction Gage -- Check (4.6 to 5.4 inches of mercury).
(13) Flight Instruments and Radios -- Set.
(14) Navigation Lights, Flashing Beacon and Optional Strobe Lights -- ON, as required.
(15) Optional Autopilot or Wing Leveler -- OFF.

TAKE-OFF.

NORMAL TAKE-OFF.

(1) Wing Flaps -- 0° to 10° (10° preferred).
(2) Carburetor Heat -- Cold.
(3) Power -- Full throttle (applied smoothly) and 2700 RPM.
(4) Airplane Attitude -- Lift nose wheel at 60 MPH.
(5) Climb Speed -- 75 to 85 MPH.
(6) Retract flaps (if extended).

MAXIMUM PERFORMANCE TAKE-OFF.

(1) Wing Flaps -- 15°.
(2) Carburetor Heat -- Cold.
(3) Brakes -- Apply.
(4) Power -- Full throttle (applied smoothly) and 2700 RPM.
(5) Mixture -- Lean for maximum power (above 3000 foot elevation).
(6) Brakes -- Release.
(7) Airplane Attitude -- Slightly tail low.
(8) Climb Speed -- 69 MPH until all obstacles are cleared, then set up climb speed as shown in Maximum Performance Climb check list.
(9) Wing Flaps -- Retract slowly after obstacles are cleared.

CLIMB.

NORMAL CLIMB.

(1) Airspeed -- 90 to 100 MPH.

(2) Power -- Manifold pressure - 24 inches to full throttle, and 2500 to 2700 RPM.
(3) Mixture -- Full rich (mixture may be leaned above 3000 feet).
(4) Cowl Flaps -- Open as required.

MAXIMUM PERFORMANCE CLIMB.

(1) Airspeed -- 92 MPH at sea level to 83 MPH at 10,000 feet.
(2) Power -- Full throttle and 2700 RPM.
(3) Mixture -- Full rich (mixture may be leaned above 3000 feet.)
(4) Cowl Flaps -- Full OPEN.

CRUISING.

(1) Power -- 2100 to 2500 RPM and 15 to 24 inches of manifold pressure. Select combination to give no more than 75% power.
(2) Stabilator and Rudder Trim -- Adjust.
(3) Mixture -- Lean.
(4) Cowl Flaps -- Closed.

LET-DOWN.

(1) Mixture -- Rich, or lean for smooth engine operation.
(2) Power -- As desired.

NOTE

With less than 10 inches of manifold pressure, avoid continuous operation between 1700 and 1900 RPM.

(3) Carburetor Heat -- As required to prevent carburetor icing.

BEFORE LANDING.

(1) Fuel Selector -- BOTH ON.
(2) Mixture -- Rich.
(3) Propeller -- High RPM (Full in).
(4) Carburetor Heat -- Apply full heat before closing throttle.
(5) Airspeed -- 80 to 90 MPH (Flaps up).

(6) Wing Flaps -- As desired (0° to 10° below 130 MPH, 10° to 30° below 105 MPH).
(7) Airspeed -- 70 to 80 MPH (Flaps down).
(8) Stabilator and Rudder Trim -- Adjust.

BALKED LANDING (GO-AROUND).

(1) Power -- Full throttle and 2700 RPM.
(2) Carburetor Heat -- Cold.
(3) Wing Flaps -- Retract to 20°.
(4) Upon reaching an airspeed of approximately 75 MPH, retract flaps slowly.

NORMAL LANDING.

(1) Touchdown -- Main wheels first.
(2) Landing Roll -- Lower nose wheel gently.
(3) Braking -- Minimum required.

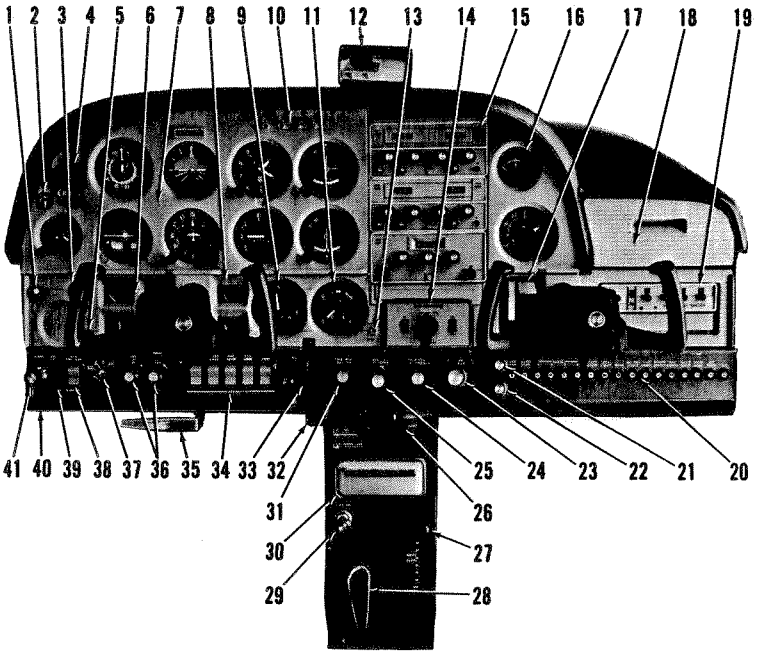
AFTER LANDING.

(1) Wing Flaps -- Up.
(2) Carburetor Heat -- Cold.
(3) Cowl Flaps -- Open.

SECURING AIRCRAFT.

(1) Parking Brake -- Set.
(2) Radios and Electrical Equipment -- OFF.
(3) Mixture -- Idle cut-off (pulled full out).
(4) Ignition and Master Switch -- OFF.
(5) Control Lock -- Installed.
(6) Fuel Selector Valve Handle -- RIGHT.

INSTRUMENT PANEL



1. Static Pressure Alternate Source Valve (Opt.)
2. Suction Gage (Opt.)
3. Fuel Pressure Gage
4. Marker Beacon Indicator Lights and Switches (Opt.)
5. Over-Voltage Warning Light
6. Cylinder Head Temperature, Left Fuel Quantity Indicator, Ammeter and Oil Pressure Gage
7. Flight Instrument Group
8. Right Fuel Quantity Indicator and Oil Temperature Gage
9. Manifold Pressure Gage
10. Radio Selector Switches (Opt.)
11. Tachometer
12. Rear View Mirror (Opt.)
13. Autopilot - Omni Selector Switch (Opt.)
14. Autopilot Control Unit (Opt.)
15. Radios (Opt.)
16. Economy Mixture Indicator (Opt.)
17. Wing Flap Switch
18. Map Compartment
19. Transponder (Opt.)
20. Circuit Breakers
21. Defroster Control Knob
22. Cabin Air/Heat Control Knob
23. Mixture Control Knob
24. Propeller Control Knob
25. Throttle
26. Rudder Trim Control Wheel
27. Cowl Flap Control Lever
28. Microphone (Opt.)
29. Cigar Lighter
30. Ashtray
31. Carburetor Heat Control Knob
32. Fuel Shutoff Valve Control Knob
33. Stabilator Trim Control Wheel
34. Electrical Switches
35. Parking Brake Handle
36. Instrument and Radio Dial Light Rheostats
37. Ignition/Starter Switch
38. Auxiliary Fuel Pump Switch
39. Master Switch
40. Phone Jack
41. Primer

Figure 2-1.

Section II

DESCRIPTION AND OPERATING DETAILS

The following paragraphs describe the systems and equipment whose function and operation is not obvious when sitting in the airplane. This section also covers in somewhat greater detail some of the items listed in Check List form in Section I that require further explanation.

FUEL SYSTEM.

Fuel is supplied to the engine from two integral fuel bays, one in each wing. With the selector on BOTH, the total usable fuel for all flight conditions is 49 gallons for the standard bays and 60 gallons for the optional long range bays when completely filled.

NOTE

With full cabin loading with either standard or long range bays it will normally be necessary to reduce the fuel load to keep the airplane within approved weight limits. Refer to Section IV for weight and balance control procedures.

A 22 gallon capacity mark, in the form of a series of small holes inside the filler neck, is provided on all bays to facilitate fueling to reduced fuel loads. When both bays are fueled to this marker, the total usable fuel is 43 gallons with either the standard or long range bay installations.

Fuel from each wing fuel bay flows through a selector valve, small reservoir, and fuel shutoff valve to the fuel strainer. From here, it is routed to an engine-driven pump which delivers the fuel under pressure to the carburetor. An electric auxiliary fuel pump parallels the engine-driven pump and is used when fuel pressure drops below 2 psi. It is not necessary to have the auxiliary pump operating during normal take-off and landing, since gravity feed will supply adequate fuel flow to the carburetor with the engine-driven pump inoperative. However, gravity flow is considerably reduced at maximum performance take-off and climb attitudes, and the auxiliary fuel pump would be required if the engine-driven pump should fail during these maneuvers.

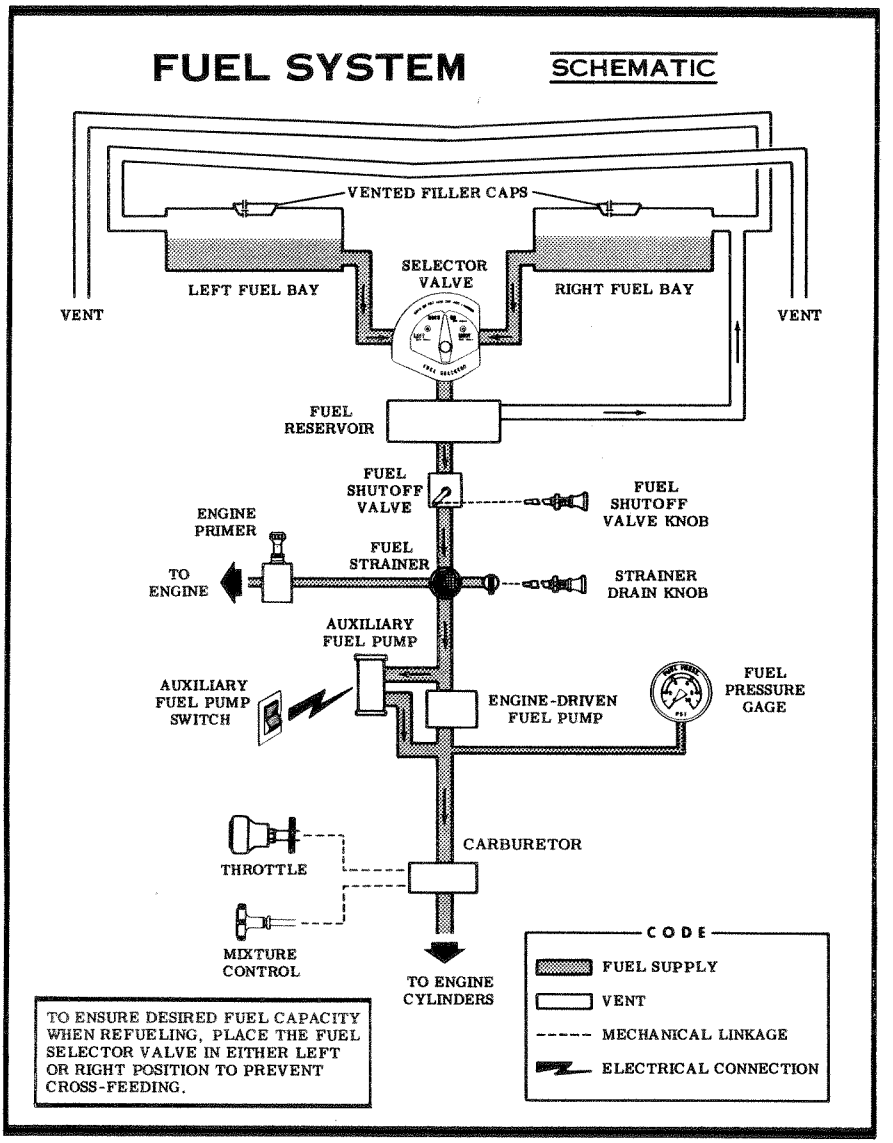

FUEL SYSTEM
SCHEMATIC
VENTED FILLER CAPS
LEFT FUEL BAY
SELECTOR VALVE
RIGHT FUEL BAY
VENT
VENT
FUEL RESERVOIR
FUEL SHUTOFF VALVE
FUEL SHUTOFF VALVE KNOB
ENGINE PRIMER
FUEL STRAINER
TO ENGINE
STRAINER DRAIN KNOB
AUXILIARY FUEL PUMP
AUXILIARY FUEL PUMP SWITCH
ENGINE-DRIVEN FUEL PUMP
FUEL PRESSURE GAGE
CARBURETOR
THROTTLE
MIXTURE CONTROL
TO ENGINE CYLINDERS
CODE
FUEL SUPPLY
VENT
MECHANICAL LINKAGE
ELECTRICAL CONNECTION
TO ENSURE DESIRED FUEL CAPACITY WHEN REFUELING, PLACE THE FUEL SELECTOR VALVE IN EITHER LEFT OR RIGHT POSITION TO PREVENT CROSS-FEEDING.

Figure 2-2.

NOTE

Take off with the fuel selector valve handle in the BOTH ON position to prevent inadvertent take-off on an empty bay. However, during long range flight with the selector valve handle in the BOTH ON position, unequal fuel flow from each bay may occur if the wings are not maintained exactly level. Resulting wing heaviness can be alleviated gradually by turning the selector valve handle to the fuel bay in the "heavy wing." The recommended cruise fuel management procedure for extended flight is to use the left and right bay alternately.

NOTE

With low fuel (1/16th bay or less) a prolonged powered steep descent (1000 feet or more) should be avoided with more than 10° flaps to prevent the possibility of fuel starvation resulting from uncovering the fuel bay outlets. If starvation should occur, leveling the nose and turning on the auxiliary fuel pump should restore engine power within 30 seconds.

For fuel system servicing information, refer to Lubrication and Servicing Procedures in Section V.

ELECTRICAL SYSTEM.

Electrical energy is supplied by a 14-volt, direct-current system powered by an engine-driven alternator (see figure 2-3). The 12-volt battery is located aft of the rear cabin wall. Power is supplied to all electrical circuits through a split bus bar, one side containing electronic system circuits and the other side having general electrical system circuits. Both sides of the bus are on at all times except when either an external power source is connected or the starter switch is turned on; then a power contactor is automatically activated to open the circuit to the electronic bus. Isolating the electronic circuits in this manner prevents harmful transient voltages from damaging the transistors in the electronic equipment.

MASTER SWITCH.

The master switch is a split-rocker type switch labeled MASTER, and is ON in the up position and OFF in the down position. The right

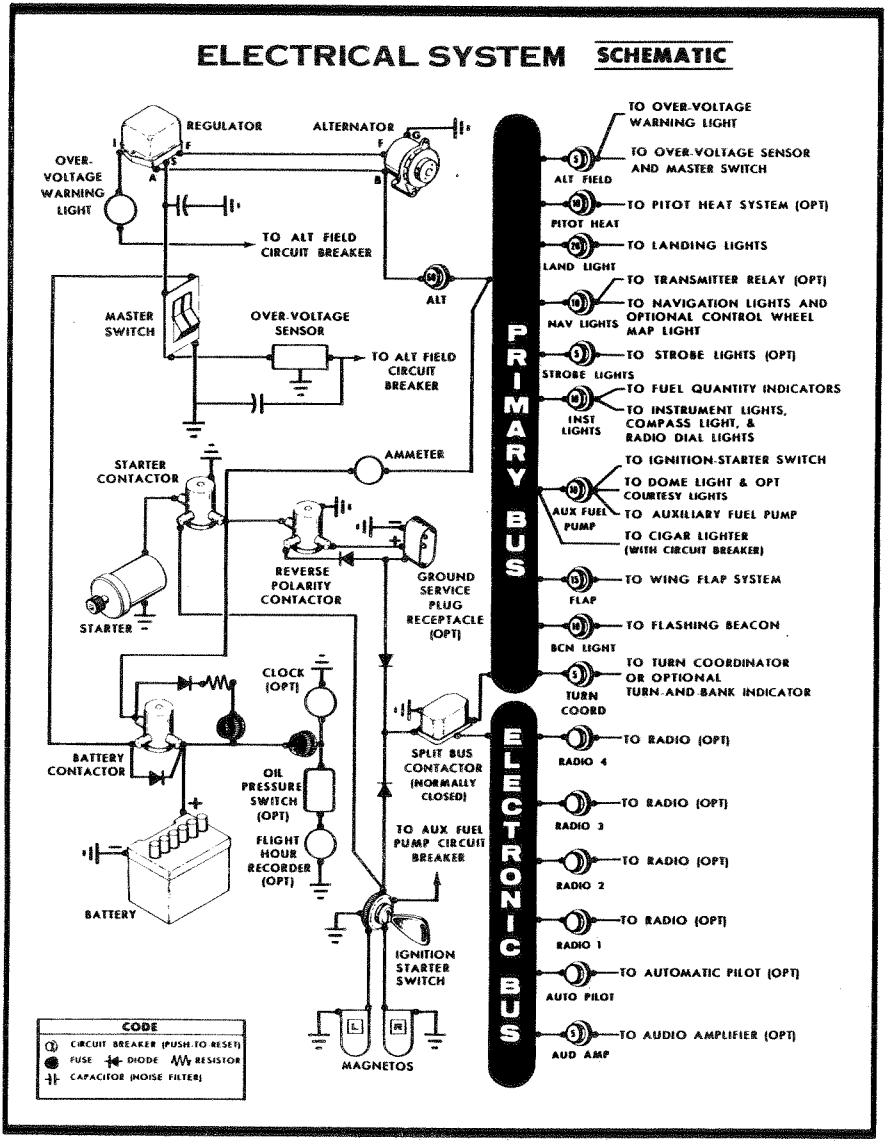

ELECTRICAL SYSTEM SCHEMATIC
REGULATOR
ALTERNATOR
OVER-VOLTAGE WARNING LIGHT
TO ALT FIELD CIRCUIT BREAKER
ALT
MASTER SWITCH
OVER-VOLTAGE SENSOR
TO ALT FIELD CIRCUIT BREAKER
AMMETER
STARTER CONTACTOR
STARTER
REVERSE POLARITY CONTACTOR
GROUND SERVICE PLUG RECEPTACLE (OPT)
CLOCK (OPT)
BATTERY CONTACTOR
OIL PRESSURE SWITCH (OPT)
FLIGHT HOUR RECORDER (OPT)
BATTERY
SPLIT BUS CONTACTOR (NORMALLY CLOSED)
TO AUX FUEL PUMP CIRCUIT BREAKER
IGNITION STARTER SWITCH
MAGNETOS
CODE
CIRCUIT BREAKER (PUSH-TO RESET)
FUSE
DIODE
RESISTOR
CAPACITOR (NOISE FILTER)
PRIMARY BUS
ELECTRONIC BUS
TO OVER-VOLTAGE WARNING LIGHT
TO OVER-VOLTAGE SENSOR AND MASTER SWITCH
ALT FIELD
TO PITOT HEAT SYSTEM (OPT)
PITOT HEAT
TO LANDING LIGHTS
LAND LIGHT
TO TRANSMITTER RELAY (OPT)
TO NAVIGATION LIGHTS AND OPTIONAL CONTROL WHEEL MAP LIGHT
NAV LIGHTS
TO STROBE LIGHTS (OPT)
STROBE LIGHTS
TO FUEL QUANTITY INDICATORS
TO INSTRUMENT LIGHTS, COMPASS LIGHT, & RADIO DIAL LIGHTS
INST LIGHTS
TO IGNITION-STARTER SWITCH
TO DOME LIGHT & OPT COURTESY LIGHTS
TO AUXILIARY FUEL PUMP
AUX FUEL PUMP
TO CIGAR LIGHTER (WITH CIRCUIT BREAKER)
TO WING FLAP SYSTEM
FLAP
TO FLASHING BEACON
BCN LIGHT
TO TURN COORDINATOR OR OPTIONAL TURN-AND-BANK INDICATOR
TURN COORD
TO RADIO (OPT)
RADIO 4
TO RADIO (OPT)
RADIO 3
TO RADIO (OPT)
RADIO 2
TO RADIO (OPT)
RADIO 1
TO AUTOMATIC PILOT (OPT)
AUTO PILOT
TO AUDIO AMPLIFIER (OPT)
AUD AMP

Figure 2-3.

half of the switch, labeled BAT, controls all electrical power to the airplane. The left half, labeled ALT, controls the alternator.

Normally, both sides of the master switch should be used simultaneously; however, the BAT side of the switch could be turned ON separately to check equipment while on the ground. The ALT side of the switch, when placed in the OFF position, removes the alternator from the electrical system. With this switch in the OFF position, the entire electrical load is placed on the battery. Continued operation with the alternator switch OFF will reduce battery power low enough to open the battery contactor, remove power from the alternator field, and prevent alternator restart.

AMMETER.

The ammeter indicates the flow of current, in amperes, from the alternator to the battery or from the battery to the aircraft electrical system. When the engine is operating and the master switch is ON, the ammeter indicates the charging rate applied to the battery. In the event the alternator is not functioning or the electrical load exceeds the output of the alternator, the ammeter indicates the discharge rate of the battery.

OVER-VOLTAGE SENSOR AND WARNING LIGHT.

The aircraft is equipped with an automatic over-voltage protection system consisting of an over-voltage sensor behind the instrument panel and a red warning light, labeled HIGH VOLTAGE, near the ammeter.

In the event an over-voltage condition occurs, the over-voltage sensor automatically removes alternator field current and shuts down the alternator. The red warning light will then turn on, indicating to the pilot that the alternator is not operating and the aircraft battery is supplying all electrical power.

The over-voltage sensor may be reset by turning the master switch off and back on again. If the warning light does not illuminate, normal alternator charging has resumed; however, if the light does illuminate again, a malfunction has occurred, and the flight should be terminated as soon as practical.

The over-voltage warning light may be tested by momentarily turning off the ALT portion of the master switch and leaving the BAT portion turned on.

CIRCUIT BREAKERS AND FUSES.

Most of the electrical circuits in the airplane are protected by "push-to-reset" circuit breakers mounted on the right side of the instrument panel. Exceptions to this are the battery contactor closing (external power) circuit and optional clock and flight hour recorder circuits which have fuses mounted near the battery. Also, the cigar lighter is protected by a manually-reset type circuit breaker mounted directly on the back of the lighter behind the pedestal.

When more than one radio is installed, the radio transmitter relay (which is a part of the radio installation) is protected by the navigation lights circuit breaker labeled NAV LIGHTS. It is important to remember that any malfunction in the navigation lights system which causes the circuit breaker to open will de-activate both the navigation lights and the transmitter relay. In this event, the navigation light switch should be turned off to isolate the circuit; then reset the circuit breaker to re-activate the transmitter relay and permit its usage. Do not turn on the navigation lights switch until the malfunction has been corrected.

LIGHTING EQUIPMENT.

EXTERIOR LIGHTING.

Conventional navigation lights are located on the wing tips and top of the rudder. A flashing beacon is mounted on top of the vertical fin. Optional lighting includes a single landing light in the cowl nose cap, a strobe light on each wing tip and two courtesy lights, one under each wing, just outboard of the cabin door. The courtesy lights are operated by a switch located on the left rear door post. All exterior lights, except the courtesy lights, are controlled by rocker type switches on the left switch and control panel. The switches are ON in the up position and OFF in the down position.

The flashing beacon should not be used when flying through clouds or overcast; the flashing light reflected from water droplets or particles in the atmosphere, particularly at night, can produce vertigo and loss of orientation.

The two high intensity strobe lights will enhance anti-collision protection. However, the lights should be turned off when taxiing in the vicinity of other aircraft, or during flight through clouds, fog or haze.

INTERIOR LIGHTING.

Illumination of the instrument panel is provided by four red flood lights on the under side of the anti-glare shield, and a single red flood light in the forward part of the over head console. The magnetic compass and radio equipment have integral lighting. Two rheostat control knobs on the left switch and control panel operate the interior lights. One knob is labeled PANEL LIGHTS and controls the lights in the glare shield, overhead console and compass lights; the other knob is labeled RADIO LIGHTS and controls the integral radio lighting. Both knobs rotate clockwise to increase light intensity.

A cabin dome light is located in the aft part of the overhead console, and is operated by a switch adjacent to the light. To turn the light on, move the switch to the right.

The instrument panel console may be equipped with an optional courtesy light, mounted at it's base, which illuminates the forward cabin floor area. This light is controlled by the courtesy light switch on the rear door post.

An optional map light may be mounted on the bottom of the pilot's control wheel. The light illuminates the lower portion of the cabin just forward of the pilot and is helpful when checking maps and other flight data during night operations. To operate the light, first turn on the NAV LIGHTS switch, then adjust the map light's intensity with the knurled disk type rheostat control located at the bottom of the control wheel.

CABIN HEATING, VENTILATING AND DEFROSTING SYSTEM

The volume and blending of heated and cool air from the main cabin heat and ventilating system is controlled by a single push-pull control knob labeled CABIN AIR INLET. When the knob is positioned full in, no air flows into the cabin. As the knob is pulled out to approximately one inch of travel (as noted by a notch on the control shaft) the volume of unheated fresh air entering the cabin is increased. Further actuation of the control knob (past the notch) toward the full out position blends in heated fresh air in increasing amounts.

Front cabin heat and ventilating air from the main heat and ventilating

system is supplied by outlet holes spaced across a cabin manifold located just forward of and above the pilot's and copilot's feet. Rear cabin heat and air is supplied by two ducts from the manifold, one extending down each side of the cabin to an outlet at the front door post at floor level.

Windshield defrost air is supplied from the same manifold which provides cabin air; therefore, the temperature of the defrosting air is the same as cabin air. A push-pull control knob, labeled DEFROSTER, regulates the volume of air to the windshield. Pull the knob out as needed for defrosting.

Separate adjustable ventilators supply additional air; two mounted in a console in the forward cabin ceiling supply air to the pilot and copilot, and two optional individual ventilators in the rear cabin ceiling provide air to the rear seat passengers.

Additional ventilation is available through an openable ventilation window in each cabin door. Each window can be opened at speeds up to 120 MPH by rotating the crank located below the window.

SHOULDER HARNESSES.

Shoulder harnesses are provided as standard equipment for the pilot and front seat passenger, and as optional equipment for the rear seat passengers.

Each front seat harness is attached to a rear door post just above window line and is stowed above the cabin door. When stowed, the harness is held in place by two retaining clips, one above the door and one at the top of the forward door post. When stowing the harness, place it behind both retaining clips and secure the loose end behind the retaining clip above the door. The optional rear seat shoulder harnesses are attached adjacent to the lower corners of the rear window. Each rear seat harness is stowed behind a retaining clip located at the bottom edge of the aft side window.

To use the front and rear seat shoulder harnesses, fasten and adjust the seat belt first. Remove the harness from the stowed position, and lengthen as required by pulling on the end of the harness and the narrow release strap. Snap the harness metal stud firmly into the retaining slot adjacent to the seat belt buckle. Then adjust to length by pulling down on the free end of the harness. A properly adjusted harness will permit the

occupant to lean forward enough to sit completely erect but is tight enough to prevent excessive forward movement and contact with objects during sudden deceleration. Also, the pilot will want the freedom to reach all controls easily.

Releasing and removing the shoulder harness is accomplished by pulling upward on the narrow release strap, and removing the harness stud from the slot in the seat belt buckle. In an emergency, the shoulder harness may be removed by releasing the seat belt first, and then pulling the harness over the head by pulling up on the release strap.

STARTING ENGINE.

Ordinarily the engine starts easily with one or two strokes of the primer in warm temperatures to six strokes in cold weather, with the throttle open approximately 1/2 inch. In extremely cold temperatures, it may be necessary to continue priming while cranking. No priming is required when the engine is warm.

Weak intermittent firing followed by puffs of black smoke from the exhaust stack indicates overpriming or flooding. Excess fuel can be cleared from the combustion chambers by the following procedure: Set the mixture control full lean and the throttle full open; then crank the engine through several revolutions with the starter. Repeat the starting procedure without any additional priming.

If the engine is underprimed (most likely in cold weather with a cold engine) it will not fire at all, and additional priming will be necessary. As soon as the cylinders begin to fire, open the throttle slightly to keep it running.

After starting, if the oil gage does not begin to show pressure within 30 seconds in the summertime and about twice that long in very cold weather, stop the engine and investigate. Lack of oil pressure can cause serious engine damage.

NOTE

Additional details concerning cold weather starting and operation may be found under "Cold Weather Operation" paragraph in this section.

TAXIING.

When taxiing, it is important that speed and use of brakes be held to a minimum and that all controls be utilized (see taxiing diagram, figure 2-4) to maintain directional control and balance.

The carburetor heat control knob should be pushed full in during all ground operations unless heat is absolutely necessary for smooth engine operation. When the knob is pulled out to the heat position, air entering the engine is not filtered.

Taxiing over loose gravel or cinders should be done at low engine speed to avoid abrasion and stone damage to the propeller tips.

BEFORE TAKE-OFF.

WARM-UP.

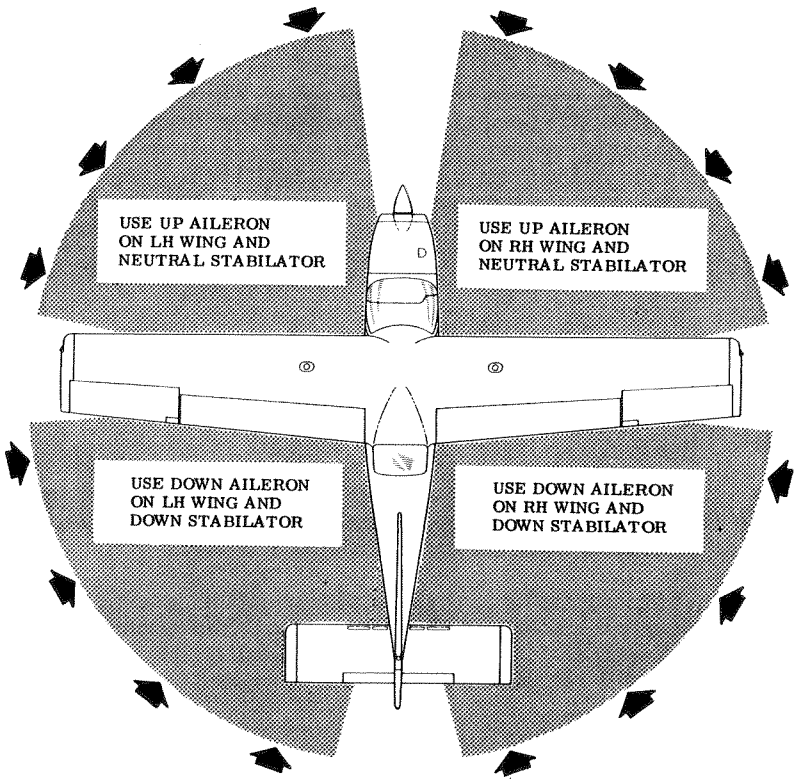
Since the engine is closely cowled for efficient in-flight engine cooling, precautions should be taken to avoid overheating during prolonged engine operation on the ground. Also, long periods of idling at low RPM may cause fouled spark plugs. If the engine accelerates smoothly, the airplane is ready for take-off.

MAGNETO CHECK.

The magneto check should be made at 1800 RPM as follows. Move the ignition switch first to R position and note RPM. Next move switch back to BOTH to clear the other set of plugs. Then move switch to L position, note RPM and return the switch to the BOTH position. RPM drop should not exceed 150 RPM on either magneto or show greater than 50 RPM differential between magnetos. A smooth drop off past normal is usually a sign of a too lean or too rich mixture. If there is a doubt concerning operation of the ignition system, RPM checks at a leaner mixture setting or at higher engine speeds will usually confirm whether a deficiency exists.

An absence of RPM drop may be an indication of faulty grounding of one side of the ignition system or should be cause for suspicion that the magneto timing is set in advance of the setting specified.

TAXIING DIAGRAM



CODE

WIND DIRECTION

NOTE

Strong quartering tail winds require caution. Avoid sudden bursts of the throttle and sharp braking when the airplane is in this attitude. Use the steerable nose wheel and rudder to maintain direction.

Figure 2-4.

ALTERNATOR CHECK.

Prior to flights where verification of proper alternator and voltage regulator operation is essential (such as night or instrument flights), a positive verification can be made by loading the electrical system momenarily (3 to 5 seconds) with the optional landing light (if so equipped), or by operating the wing flaps during the engine runup (1800 RPM). The ammeter will remain within a needle width of zero if the alternator and voltage regulator are operating properly.

TAKE-OFF.

POWER CHECK.

It is important to check full-throttle engine operation early in the take-off run. Any signs of rough engine operation or sluggish engine acceleration is good cause for discontinuing the take-off.

Smooth and uniform throttle application should be used to insure best engine acceleration and to give long engine life. This technique is important under hot weather conditions which may cause a rich mixture that could hinder engine response if the throttle is applied too rapidly.

Full-throttle runups over loose gravel are especially harmful to propeller tips. When take-offs must be made over a gravel surface, it is very important that the throttle be advanced slowly. This allows the airplane to start rolling before high RPM is developed, and the gravel will be blown back of the propeller rather than pulled into it. When unavoidable small dents appear in the propeller blades, they should be corrected immediately as described in Section V under propeller care.

Prior to take-off from short fields above 3000 feet elevation, the mixture should be leaned to give maximum power.

WING FLAP SETTINGS.

Take-offs are accomplished with the wing flaps set in the 0° to 15° position. The preferred flap setting for normal take-off is 10°. This flap setting (in comparison to flaps up) produces a shorter ground run, easier lift-off, shorter total distance over the obstacle, and increased visibility over the nose in the initial climb-out.

For minimum take-off distance, a 15° flap setting should be used. This setting gives approximately 5% shorter ground run and total distance as compared to the 10° flap setting. Flap settings of greater than 15° are not recommended at any time for take-off.

PERFORMANCE CHARTS.

Consult the Take-Off Data chart in Section VI for take-off distances with 15° flaps under various gross weight, altitude, headwind, temperature, and runway surface conditions.

CROSSWIND TAKE-OFFS.

Take-offs into strong crosswinds normally are performed with the minimum flap setting necessary for the field length, to minimize the drift angle immediately after take-off. The airplane is accelerated to a speed slightly higher than normal, then pulled off abruptly to prevent possible settling back to the runway while drifting. When clear of the ground, make a coordinated turn into the wind to correct for drift.

ENROUTE CLIMB.

CLIMB DATA.

For detailed data, refer to the Maximum Rate-Of-Climb Data chart in Section VI.

CLIMB SPEEDS.

Normal climbs are performed at 90 to 100 MPH with flaps up and reduced power (down to 24 inches of manifold pressure and 2500 RPM) for increased passenger comfort due to lower noise level. The mixture should be full rich below 3000 feet and may be leaned above 3000 feet for smoother engine operation. The maximum rate-of-climb speeds range from 92 MPH at sea level to 83 MPH at 10, 000 feet. If an obstacle dictates the use of a steep climb angle, an obstacle clearance speed of 77 MPH should be used with flaps up and full throttle at all altitudes.

CRUISE.

Normal cruising is done between 65% and 75% power. The power settings required to obtain these powers at various altitudes and outside air temperatures can be determined by using your Cessna Power Computer or the Operational Data, Section VI.

For maximum engine service life, the cylinder head temperature should be maintained below 435°F, or approximately three fourths of the normal operating range (green arc).

The Maximum Cruise Speed Performance table below shows that cruising can be done most efficiently at higher altitudes because very nearly the same cruising speed can be maintained at much less power. All figures in this chart are based on lean mixture, 49 gallons of fuel (no reserve), zero wind, standard atmospheric conditions, 2500 pounds gross weight, and cowl flaps closed.

For greater cruising range at a given throttle setting, select the lowest engine RPM in the green arc range that will give smooth engine operation.

To achieve the fuel consumption figures shown in Section VI, the mixture should be leaned as follows: pull mixture control out until engine becomes rough; then enrichen slightly to obtain smoothness and power. Any change in altitude, power or carburetor heat will require a change in the lean mixture setting.

Carburetor ice, as evidenced by an unexplained drop in manifold pressure, can be removed by application of full carburetor heat. Upon

MAXIMUM CRUISE SPEED PERFORMANCE

ALTITUDE	% BHP	TRUE AIRSPEED	RANGE (STD. BAYS)
8000	75	143	695
9500	70	140	740
11,000	65	135	770

regaining the original manifold pressure indication (with heat off), use the minimum amount of heat (by trial and error) to prevent ice from forming. Since heated air causes a richer mixture, readjust the mixture setting when carburetor heat is used continuously in cruising flight.

The use of full carburetor heat is recommended during flight in very heavy rain to avoid the possibility of engine stoppage due to excessive water ingestion. The mixture setting should be readjusted for smoothest operation.

SPINS.

Intentional spins are prohibited in this airplane except in the Utility Category. To recover from a spin, use the following technique.

(1) Retard throttle to idle position.
(2) Apply full rudder opposite to the direction of rotation.
(3) After one-fourth turn, move the control wheel forward of neutral in a brisk motion.
(4) As rotation stops, neutralize rudder, and make a smooth recovery from the resulting dive.

STALLS.

The stall characteristics are conventional and aural warning is provided by a stall warning horn which sounds between 5 and 10 MPH above the stall in all configurations.

Power-off stall speeds at maximum gross weight and aft c.g. position are presented on page 6-2 as calibrated airspeeds since indicated airspeeds are unreliable near the stall.

LANDING.

Normal landing approaches can be made with power on or power off at speeds of 80 to 90 MPH with flaps up and 70 to 80 MPH with flaps down. Surface winds and air turbulence are usually the primary factors in determining the most comfortable approach speeds. Slips are per-

mitted with any desired flap setting. Actual touchdown should be made with power off and on the main wheels first. The nose wheel should be lowered smoothly to the runway as speed is diminished.

Full down stabilator (control wheel positioned full forward) should not be used during the ground roll. This reduces the weight on the main wheels which causes poor braking and increases the possibility of sliding the tires.

SHORT FIELD LANDINGS.

For a maximum performance short field landing in smooth air conditions, make an approach at 70 MPH with full flaps using enough power to control the glide path. (Slightly higher approach speeds should be used under turbulent air conditions). After all approach obstacles are cleared, progressively reduce power and maintain 70 MPH by lowering the nose of the airplane. Touchdown should be made with power-off and on the main wheels first. Immediately after touchdown, lower the nose wheel and apply heavy braking as required. For maximum brake effectiveness, retract the flaps, hold full nose-up stabilator, and apply maximum brake pressure without sliding the tires.

CROSSWIND LANDINGS.

When landing in a strong crosswind, use the minimum flap setting required for the field length. Although the crab or combination method of drift correction may be used, the wing-low method gives the best control. After touchdown, hold a straight course with the steerable nose wheel and occasional braking if necessary.

The maximum allowable crosswind velocity is dependent upon pilot capability rather than airplane limitations. With average pilot technique, direct crosswinds of 15 knots can be handled with safety.

BALKED LANDING (GO-AROUND).

In a balked landing (go-around) climb, apply full throttle smoothly, remove carburetor heat, and reduce wing flaps promptly to 20°. Upon reaching an airspeed of approximately 75 MPH, flaps should be slowly retracted to the full up position.

If obstacles are immediately ahead during the go-around, the wing flaps should be left at 20° until obstacles are cleared; and, at field elevations above 3000 feet, the mixture should be leaned for maximum power.

COLD WEATHER OPERATION.

STARTING.

Prior to starting on a cold morning, it is advisable to pull the propeller through several times by hand to "break loose" or "limber" the oil, thus conserving battery energy.

NOTE

When pulling the propeller through by hand, treat it as if the ignition switch is turned on. A loose or broken ground wire on either magneto could cause the engine to fire.

In extremely cold (0°F and lower) weather, the use of an external preheater and an external power source are recommended whenever possible to obtain positive starting and to reduce wear and abuse to the engine and the electrical system. Pre-heat will thaw the oil trapped in the oil cooler, which probably will be congealed prior to starting in extremely cold temperatures. When using an external power source, the position of the master switch is important. Refer to Section VII, paragraph Ground Service Plug Receptacle, for operating details.

Cold weather starting procedures are as follows:

With Preheat:

(1) With ignition switch turned off and throttle closed, prime the engine four to eight strokes as the propeller is being turned over by hand.

NOTE

Use heavy strokes of the primer for best atomization of fuel. After priming, push primer all the way in and turn to the locked position to avoid the possibility of the engine drawing fuel through the primer.

(2) Mixture -- Full Rich.
(3) Propeller -- High RPM.
(4) Propeller Area -- Clear.
(5) Master Switch -- ON.
(6) Throttle -- Open 1/2 inch.
(7) Ignition Switch -- START, release to BOTH when engine starts.
(8) Oil Pressure -- Check.

Without Preheat:

(1) Prime the engine six to ten strokes while the propeller is being turned by hand with the throttle closed. Leave the primer charged and ready for a stroke.
(2) Mixture -- Full Rich.
(3) Propeller -- High RPM.
(4) Propeller Area -- Clear.
(5) Master Switch -- ON.
(6) Ignition Switch -- START.
(7) Pump throttle rapidly to full open twice. Return to 1/2 inch open position.
(8) Release ignition switch to BOTH when engine starts.
(9) Continue to prime the engine until it is running smoothly, or alternately, pump the throttle rapidly over the first 1/4 of total travel.
(10) Oil Pressure -- Check.
(11) Pull carburetor heat knob full on after the engine has started. Leave on until the engine is running smoothly.
(12) Lock primer.

NOTE

If the engine does not start during the first few attempts, or if engine firing diminishes in strength, it is probable that the spark plugs have been frosted over. Preheat must be used before another start is attempted.

IMPORTANT

Pumping the throttle may cause raw fuel to accumulate in the intake air duct, creating a fire hazard in the event of a backfire. If this occurs, maintain a cranking action to suck the flames into the engine. An outside attendant with a fire extinguisher is advised for cold starts without preheat.

During cold weather operations, no indication will be apparent on the oil temperature gage prior to take-off if outside air temperatures are very cold. After a suitable warm-up period (2 to 5 minutes at 1000 RPM), accelerate the engine several times to higher engine RPM. If the engine accelerates smoothly and the oil pressure remains normal and steady, the airplane is ready for take-off.

FLIGHT OPERATIONS.

Take-off is made normally with carburetor heat off. Avoid excessive leaning in cruise. Carburetor heat may be used to overcome any engine roughness due to uneven mixture distribution or ice.

When operating in sub-zero temperature, avoid using partial carburetor heat. Partial heat may increase the carburetor air temperature to the 32° to 70°F range, where icing is critical under certain atmospheric conditions.

Refer to Section VII for cold weather equipment.

HOT WEATHER OPERATION.

The general warm temperature starting information on page 2-9 is appropriate. Avoid prolonged engine operation on the ground.

Section III

EMERGENCY PROCEDURES

Emergencies caused by aircraft or engine malfunctions are extremely rare if proper pre-flight inspections and maintenance are practiced. Enroute weather emergencies can be minimized or eliminated by careful flight planning and good judgement when unexpected weather is encountered. However, should an emergency arise the basic guidelines described in this section should be considered and applied as necessary to correct the problem.

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS.

Malfunctions in the electrical power supply system can be detected by periodic monitoring of the ammeter and over-voltage warning light; however, the cause of these malfunctions is usually difficult to determine. A broken alternator drive belt or wiring is most likely the cause of alternator failures, although other factors could cause the problem. A damaged or improperly adjusted voltage regulator can also cause malfunctions. Problems of this nature constitute an electrical emergency and should be dealt with immediately. Electrical power malfunctions usually fall into two categories, excessive rate of charge and insufficient rate of charge. The paragraphs below describe the recommended remedy for each situation.

EXCESSIVE RATE OF CHARGE.

After engine starting and heavy electrical usage at low engine speeds (such as extended taxiing) the battery condition will be low enough to accept above normal charging during the initial part of a flight. However, after thirty minutes of cruising flight, the ammeter should be indicating less than two needle widths of charging current. If the charging rate were to remain above this value on a long flight, the battery would overheat and evaporate the electrolyte at an excessive rate. Electronic components in the electrical system could be adversely affected by higher than normal voltage if a faulty voltage regulator setting is causing the overcharging. To preclude these possibilities, an over-voltage sensor will automatically shut down the alternator and the over-voltage warning light will illuminate if the charge voltage reaches approximately 16 volts. Assuming that the malfunction was only momentary, an attempt should be made to reactivate

the alternator system. To do this, turn both sides of the master switch off and then on again. If the problem no longer exists, normal alternator charging will resume and the warning light will go off. If the light comes on again, a malfunction is confirmed. In this event, the flight should be terminated and/or the current drain on the battery minimized because the battery can supply the electrical system for only a limited period of time. If the emergency occurs at night, power must be conserved for later use of the landing light and flaps during landing.

INSUFFICIENT RATE OF CHARGE.

If the ammeter indicates a continuous discharge rate in flight, the alternator is not supplying power to the system and should be shut down since the alternator field circuit may be placing an unnecessary load on the system. All non-essential equipment should be turned OFF and the flight terminated as soon as practical.

ROUGH ENGINE OPERATION OR LOSS OF POWER.

CARBURETOR ICING.

An unexplained drop in manifold pressure may be the result of the formation of carburetor ice. To clear the ice, apply full throttle and pull the carburetor heat knob full out until the engine runs smoothly; then remove carburetor heat and readjust the throttle. If conditions require the continued use of carburetor heat in cruise flight, use the minimum amount of heat necessary to prevent ice from forming and lean the mixture slightly for smoothest engine operation.

SPARK PLUG FOULING.

A slight engine roughness in flight may be caused by one or more spark plugs becoming fouled by carbon or lead deposits. This may be verified by turning the ignition switch momentarily from BOTH to either LEFT or RIGHT position. An obvious power loss in single ignition operation is evidence of spark plug or magneto trouble. Assuming that spark plugs are the more likely cause, lean the mixture to the normal lean setting for cruising flight. If the problem does not clear up in several minutes, determine if a richer mixture setting will produce smoother operation. If not, proceed to the nearest airport for repairs using the BOTH position of the ignition switch unless extreme roughness dictates the use of a single ignition position.

MAGNETO MALFUNCTION.

A sudden engine roughness or misfiring is usually evidence of magneto problems. Switching from BOTH to either LEFT or RIGHT ignition switch position will identify which magneto is malfunctioning. Select different power settings and enrichen the mixture to determine if continued operation on BOTH magnetos is practicable. If not, switch to the good magneto and proceed to the nearest airport for repairs.

LOW OIL PRESSURE.

If low oil pressure is accompanied by normal oil temperature, there is a possibility the oil pressure gage or relief valve is malfunctioning. A leak in the line to the gage is not necessarily cause for an immediate precautionary landing because an orifice in this line will prevent a sudden loss of oil from the engine sump. . However, a landing at the nearest airport would be advisable to inspect the source of trouble.

If a total loss of oil pressure is accompanied by a sudden rise in oil temperature, there is reason to suspect an engine failure is imminent. Reduce engine power immediately and select a suitable forced landing field. Leave the engine running at low power during the approach, using only the minimum power required to reach the desired touchdown spot.

FORCED LANDINGS.

PRECAUTIONARY LANDING WITH ENGINE POWER.

Before attempting an "off airport" landing, one should drag the landing area at a safe but low altitude to inspect the terrain for obstructions and surface conditions, proceeding as follows:

(1) Perform "before landing" check.
(2) Drag over selected field with flaps 15° and 75 MPH airspeed, noting the preferred area for touchdown for the next landing approach.
(3) On downwind leg, turn off all switches except the ignition and master switches.
(4) Approach with flaps 30° at 75 MPH.
(5) Unlatch cabin doors prior to final approach.
(6) Before touchdown, turn off ignition and master switches.
(7) Land in a slightly tail-low attitude.

EMERGENCY LANDING WITHOUT ENGINE POWER.

If an engine stoppage occurs, establish a flaps up glide at 85 MPH. If time permits, attempt to restart the engine by checking for fuel quantity, proper fuel selector valve position, and mixture control setting. Also check that engine primer is full in and locked and ignition switch is properly positioned.

If all attempts to restart the engine fail, and a forced landing is imminent, select a suitable field and prepare for the landing as follows:

(1) Pull mixture control to idle cut-off position.
(2) Pull fuel shutoff valve knob to OFF.
(3) Turn off all switches except master switch.
(4) Approach at 80 MPH.
(5) Extend wing flaps as necessary within gliding distance of field.
(6) Turn off master switch.
(7) Unlatch cabin doors prior to final approach.
(8) Land in a slightly tail-low attitude.
(9) Apply heavy braking while holding full up stabilator.

DITCHING.

Prepare for ditching by securing or jettisoning heavy objects located in the baggage area, and collect folded coats or cushions for protection of occupant's face at touchdown. Transmit Mayday message on 121.5 MHz. giving location and intentions.

(1) Plan approach into wind if winds are high and seas are heavy. With heavy swells and light wind, land parallel to swells.
(2) Approach with flaps 30° and sufficient power for a 300 ft./min. rate of descent at 70 MPH.
(3) Unlatch the cabin doors.
(4) Maintain a continuous descent until touchdown in level attitude. Avoid a landing flare because of difficulty in judging airplane height over a water surface.
(5) Place folded coat or cushion in front of face at time of touchdown.
(6) Evacuate airplane through cabin doors. If necessary, open vent windows to flood cabin compartment for equalizing pressure so that door can be opened.
(7) Inflate life vests and raft (if available) after evacuation of cabin. The aircraft can not be depended on for flotation for more than a few minutes.

DISORIENTATION IN CLOUDS.

When flying in marginal weather, the pilot should make sure that the Wing Leveler (if installed) control knob is ON. However, if the airplane is not equipped with this device or gyro horizon and directional gyro instruments, the pilot will have to rely on the turn coordinator (or turn and bank indicator) if he inadvertently flies into clouds. The following instructions assume that only one of the latter two instruments is available.

EXECUTING A 180° TURN IN CLOUDS.

Upon entering the clouds, an immediate plan should be made to turn back as follows:

(1) Note the time of the minute hand and observe the position of the sweep second hand on the clock.
(2) When the sweep second hand indicates the nearest half-minute, initiate a standard rate left turn, holding the turn coordinator symbolic airplane wing opposite the lower left index mark for 60 seconds. Then roll back to level flight by leveling the miniature airplane.
(3) Check accuracy of the turn by observing the compass heading which should be the reciprocal of the original heading.
(4) If necessary, adjust heading primarily with skidding motions rather than rolling motions so that the compass will read more accurately.
(5) Maintain altitude and airspeed by cautious application of stabilator control. Avoid overcontrolling by keeping the hands off the control wheel and steering only with rudder.

EMERGENCY LET-DOWNS THROUGH CLOUDS.

If possible, obtain radio clearance for an emergency descent through clouds. To guard against a spiral dive, choose an easterly or westerly heading to minimize compass card swings due to changing bank angles. In addition, keep hands off the control wheel and steer a straight course with rudder control by monitoring the turn coordinator. Occasionally check the compass heading and make minor corrections to hold an approximate course. Before descending into the clouds, set up a stabilized let-down condition as follows:

(1) Apply full rich mixture.
(2) Use full carburetor heat.
(3) Reduce power to set up a 500 to 800 ft./min. rate of descent.
(4) Adjust the stabilator trim tab for a stabilized descent at 90 MPH.

(5) Keep hands off the control wheel.
(6) Monitor turn coordinator and make corrections by rudder alone.
(7) Adjust rudder trim to relieve unbalanced rudder force, if present.
(8) Check trend of compass card movement and make cautious corrections with rudder to stop the turn.
(9) Upon breaking out of clouds resume normal cruising flight.

RECOVERY FROM A SPIRAL DIVE.

If a spiral is encountered, proceed as follows:

(1) Close the throttle.
(2) Stop the turn by using coordinated aileron and rudder control to align the symbolic airplane in the turn coordinator with the horizon reference line.
(3) Cautiously apply stabilator back pressure to slowly reduce the indicated airspeed to 90 MPH.
(4) Adjust the stabilator trim control to maintain a 90 MPH glide.
(5) Keep hands off the control wheel, using rudder control to hold a straight heading. Use rudder trim to relieve unbalanced rudder force, if present.
(6) Apply carburetor heat.
(7) Clear engine occasionally, but avoid using enough power to disturb the trimmed glide.
(8) Upon breaking out of clouds, apply normal cruising power and resume flight.

FIRES.

ENGINE FIRE DURING START ON GROUND.

Improper starting procedures such as pumping the throttle during a difficult cold weather start can cause a backfire which could ignite fuel that has accumulated in the intake duct. In this event, proceed as follows:

(1) Continue cranking in an attempt to get a start which would suck the flames and accumulated fuel through the carburetor and into the engine.
(2) If the start is successful, run the engine at 1800 RPM for a few minutes before shutting it down to inspect the damage.
(3) If engine start is unsuccessful, continue cranking for two or three minutes with throttle full open while ground attendants obtain fire extinguishers.

(4) When ready to extinguish fire, release the starter switch and turn off master switch, ignition switch, and fuel shutoff valve.
(5) Smother flames with fire extinguisher, seat cushion, wool blanket, or loose dirt.
(6) Make a thorough inspection of fire damage, and repair or replace damaged components before conducting another flight.

ENGINE FIRE IN FLIGHT.

Although engine fires are extremely rare in flight, the following steps should be taken if one is encountered:

(1) Pull mixture control to idle cut-off.
(2) Pull fuel shutoff valve knob to OFF.
(3) Turn off master switch.
(4) Establish a 100 MPH glide.
(5) Close cabin heat control.
(6) Select a field suitable for a forced landing.
(7) If fire is not extinguished, increase glide speed in an attempt to find an airspeed that will provide an incombustible mixture.
(8) Execute a forced landing as described in paragraph Emergency Landing Without Engine Power. Do not attempt to restart the engine.

ELECTRICAL FIRE IN FLIGHT.

The initial indication of an electrical fire is the odor of burning insulation. The immediate response should be to turn off the master switch. Then close off ventilating air as much as practicable to reduce the chances of a sustained fire.

If electrical power is indispensable for the flight, an attempt may be made to identify and cut off the defective circuit as follows:

(1) Master Switch -- OFF.
(2) All other switches (except ignition switch) -- OFF.
(3) Check condition of circuit breakers to identify faulty circuit if possible. Leave faulty circuit deactivated.
(4) Master Switch -- ON.
(5) Select switches ON successively, permitting a short time delay to elapse after each switch is turned on until the short circuit is localized.
(6) Make sure fire is completely extinguished before opening ventilators.

FLIGHT IN ICING CONDITIONS.

Although flying in known icing conditions is prohibited, an unexpected icing encounter should be handled as follows:

(1) Turn on pitot heat switch (if installed).
(2) Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
(3) Pull cabin air inlet and defroster full out to obtain windshield defroster airflow.
(4) Increase RPM to minimize ice build-up on propeller blades.
(5) Watch for signs of carburetor air filter ice and apply carburetor heat as required. An unexplained loss in manifold pressure could be caused by carburetor ice or air intake filter ice.
(6) Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
(7) With an ice accumulation of one quarter inch or more on the wing leading edges, be prepared for significantly higher stall speed.
(8) Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of stabilator effectiveness.
(9) Perform a landing approach using a forward slip, if necessary, for improved visibility.
(10) Approach at 85 to 95 MPH, depending upon the amount of ice accumulation.
(11) Perform a landing in level attitude.

Section IV

OPERATING LIMITATIONS

OPERATIONS AUTHORIZED.

Your Cessna exceeds the requirements for airworthiness as set forth by the United States Government, and is certificated under FAA Type Certificate No. A13CE as Cessna Model No. 177B.

The airplane may be equipped for day, night, VFR, or IFR operation. Your Cessna Dealer will be happy to assist you in selecting equipment best suited to your needs.

Your airplane must be operated in accordance with all FAA-approved markings and placards in the airplane. If there is any information in this section which contradicts the FAA-approved markings and placards, it is to be disregarded.

MANEUVERS-NORMAL CATEGORY.

This airplane is certificated in both the normal and utility category. The normal category is applicable to airplanes intended for non-aerobatic operations. These include any maneuvers incidental to normal flying, stalls (except whip stalls) and turns in which the angle of bank is not more than 60°. In connection with the foregoing, the following gross weight and flight load factors apply:

Gross Weight	2500 lbs	
Flight Load Factor		
*Flaps Up	+3.8	-1.52
*Flaps Down	+3.5	

*The design load factors are 150% of the above, and in all cases, the structure meets or exceeds design loads.

MANEUVERS-UTILITY CATEGORY.

This airplane is not designed for purely aerobatic flight. However, in the acquisition of various certificates such as commercial pilot and flight instructor, certain maneuvers are required by the FAA. All of these maneuvers are permitted in this airplane when operated in the utility category. In connection with the utility category, the following gross weight and flight load factors apply, with maximum entry speeds for maneuvers as shown:

Gross Weight	2200 lbs	
Flight Load Factor		
Flaps Up	+4.4	-1.76
Flaps Down	+3.5	

In the utility category, the baggage compartment and rear seat must not be occupied. No aerobatic maneuvers are approved except those listed below:

MANEUVER	MAXIMUM ENTRY SPEED*
Chandelles	117 mph (101 knots)
Lazy Eights	117 mph (101 knots)
Steep Turns	117 mph (101 knots)
Stalls (Except Whip Stalls)	Slow Deceleration
Spins (Flaps Retracted)	Slow Deceleration

*Higher speeds can be used if abrupt use of the controls is avoided.

Aerobatics that may impose high loads should not be attempted. The important thing to bear in mind in flight maneuvers is that the airplane is clean in aerodynamic design and will build up speed quickly with the nose down. Proper speed control is an essential requirement for execution of any maneuver, and care should always be exercised to avoid excessive speed which in turn can impose excessive loads. In the execution of all maneuvers, avoid abrupt use of controls.

AIRSPEED LIMITATIONS (CAS).

The following is a list of the certificated calibrated airspeed (CAS) limitations for the airplane.

Never Exceed Speed (glide or dive, smooth air)	185 MPH
Maximum Structural Cruising Speed	155 MPH
Maximum Speed	
Flaps 10°	130 MPH
Flaps 10° to 30°	105 MPH
*Maneuvering Speed	117 MPH

*The maximum speed at which you may use abrupt control travel.

AIRSPEED INDICATOR MARKINGS.

The following is a list of the certificated calibrated airspeed markings (CAS) for the airplane.

Never Exceed (glide or dive, smooth air)	185 MPH (red line)
Caution Range	155-185 MPH (yellow arc)
Normal Operating Range	66-155 MPH (green arc)
Flap Operating Range (10° to 30°)	56-105 MPH (white arc)

ENGINE OPERATION LIMITATIONS.

Power and Speed	180 BHP at 2700 RPM

ENGINE INSTRUMENT MARKINGS.

OIL TEMPERATURE GAGE.

Normal Operating Range	Green Arc
Maximum Allowable	245°F (red line)

CYLINDER HEAD TEMPERATURE GAGE.

Normal Operating Range	200° to 500°F (green arc)
Maximum Allowable	500°F (red line)

OIL PRESSURE GAGE.

Minimum Idling. . . . . 25 psi (red line)
Normal Operating Range. . . . . 60-90 psi (green arc)
Maximum . . . . . 100 psi (red line)

FUEL PRESSURE GAGE.

Minimum . . . . . 2 psi (red line)
Normal Operating Range. . . . . 2-8 psi (green arc)
Maximum . . . . . 8 psi (red line)

FUEL QUANTITY INDICATORS.

Empty (0.5 gallons unusable each bay) . . . . . E (red line)

TACHOMETER.

Normal Operating Range . . . . . 2100-2500 RPM (green arc)
Caution Range . . . . . 1700-1900 RPM (yellow arc)
Maximum Allowable . . . . . 2700 RPM (red line)

MANIFOLD PRESSURE GAGE.

Normal Operating Range . . . . . 15 to 24 in. Hg.(green arc)

CARBURETOR AIR TEMPERATURE GAGE (OPT).

Icing Range . . . . . -15° to 5°C (yellow arc)

WEIGHT AND BALANCE.

The following information will enable you to operate your Cessna within the prescribed weight and center of gravity limitations. To figure the weight and balance for your particular airplane, use the Sample Problem, Loading Graph, and Center of Gravity Moment Envelope as follows:

Take the licensed empty weight and moment from the Weight and Balance and Installed Equipment Data sheet (or changes noted on FAA Form 337) carried in your airplane, and write them down in the column titled YOUR AIRPLANE on the Sample Loading Problem.

NOTE

The Weight and Balance and Installed Equipment Data

sheet is included in the aircraft file. In addition to the licensed empty weight and moment noted on this sheet, the c.g. arm (fuselage station) is also shown, but need not be used on the Sample Loading Problem. The moment shown on the sheet must be divided by 1000 and this value used as the moment/1000 on the loading problem.

Use the Loading Graph to determine the moment/1000 for each additional item to be carried, then list these on the loading problem.

NOTE

Loading Graph information is based on seats positioned for average occupants and baggage loaded in the center of the baggage area. For other than average loading situations, the Sample Loading Problem lists fuselage stations for these items to indicate their forward and aft c.g. range limitation (seat travel or baggage area limitation). Additional moment calculations, based on the actual weight and c.g. arm (fuselage station) of the item being loaded, must be made if the position of the load is different from that shown on the Loading Graph. A reduced fuel weight may be measured for use with heavy cabin loadings by filling both bays to the 22 gallon marker for 43 gallons (258 pounds) usable. Both bays may be filled for maximum range, provided gross weight is not exceeded.

Total the weights and moments/1000 and plot these values on the Center of Gravity Moment Envelope to determine whether the point falls within the envelope, and if the loading is acceptable.

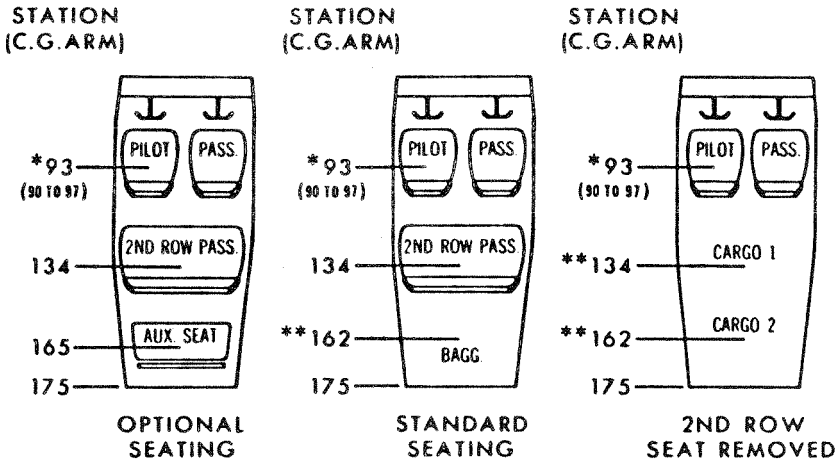
BAGGAGE AND CARGO TIE-DOWN

A nylon baggage net is provided as standard equipment to secure baggage in the area aft of the rear seat. Four eyebolts serve as attaching points for the net. Two eyebolts for the forward tie-down straps are located on the cabin floor near each sidewall forward of the baggage door, and two eyebolts are located below the side windows near the aft baggage wall.

An optional cargo tie-down kit consisting of eight tie-down attach-

ments is available if one desires to remove the rear seat (and auxiliary seat, if installed) and utilize the rear cabin area to haul cargo. Two tie-down block attachments clamp to the aft end of the two outboard front seat rails and are locked in place by a bolt which must be tightened to a minimum of fifty inch pounds. Six latch plate tie-down attachments bolt to standard attach points in the cabin floor. The six attach points are located as follows: two are located inboard and approximately 17 inches aft of the rear door posts at station 140; two are located at the forward edge of the baggage door at station 155; and two are located just forward of the aft baggage wall at station 173. The maximum allowable cabin floor loading is 200 pounds/square foot; however, when items with small or sharp support areas are carried, the installation of a 1/4 inch plywood floor is recommended to protect the aircraft structure. The maximum rated load weight capacity for each of the six tie-downs is 140 pounds and is 100 pounds for the two seat rail tie-downs. Rope, strap, or cable used for tie-down should be rated at a minimum of ten times the load weight capacity of the tie-down fittings used. Weight and balance calculations for cargo in the area of the second row seat (CARGO 1) and the baggage area (CARGO 2) can be figured on the Loading Graph using the lines labeled 2nd Row Passengers or Cargo 1 and/or Baggage, Passenger on Auxiliary Seat, or Cargo 2 respectively. If the position of cargo loads is different from that shown on the Loading Arrangements diagram, the moment must be determined by multiplying the weight by the actual C.G. arm.

LOADING ARRANGEMENTS



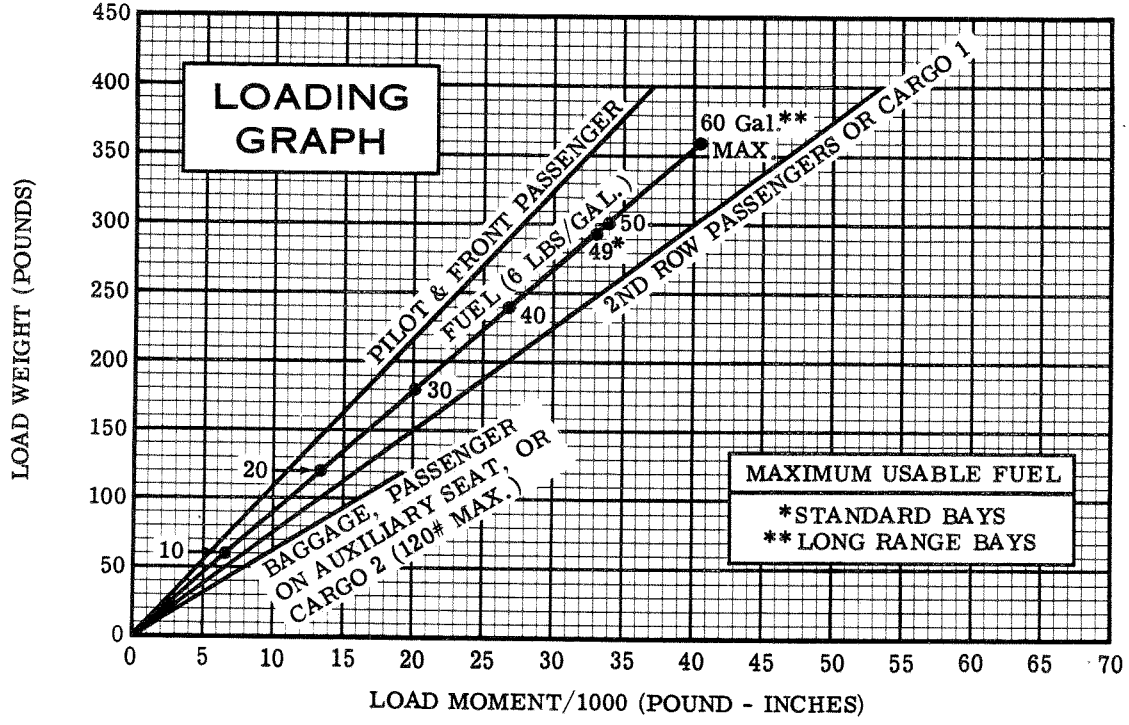
* Pilot or passenger center of gravity on adjustable seats positioned for average occupant. Numbers in parentheses indicate forward and aft limits of occupant center of gravity range.

** Arm measured to the center of the area shown.

NOTE: The aft baggage wall (approximate station 175) can be used as a convenient interior reference point for determining the location of baggage area fuselage stations.

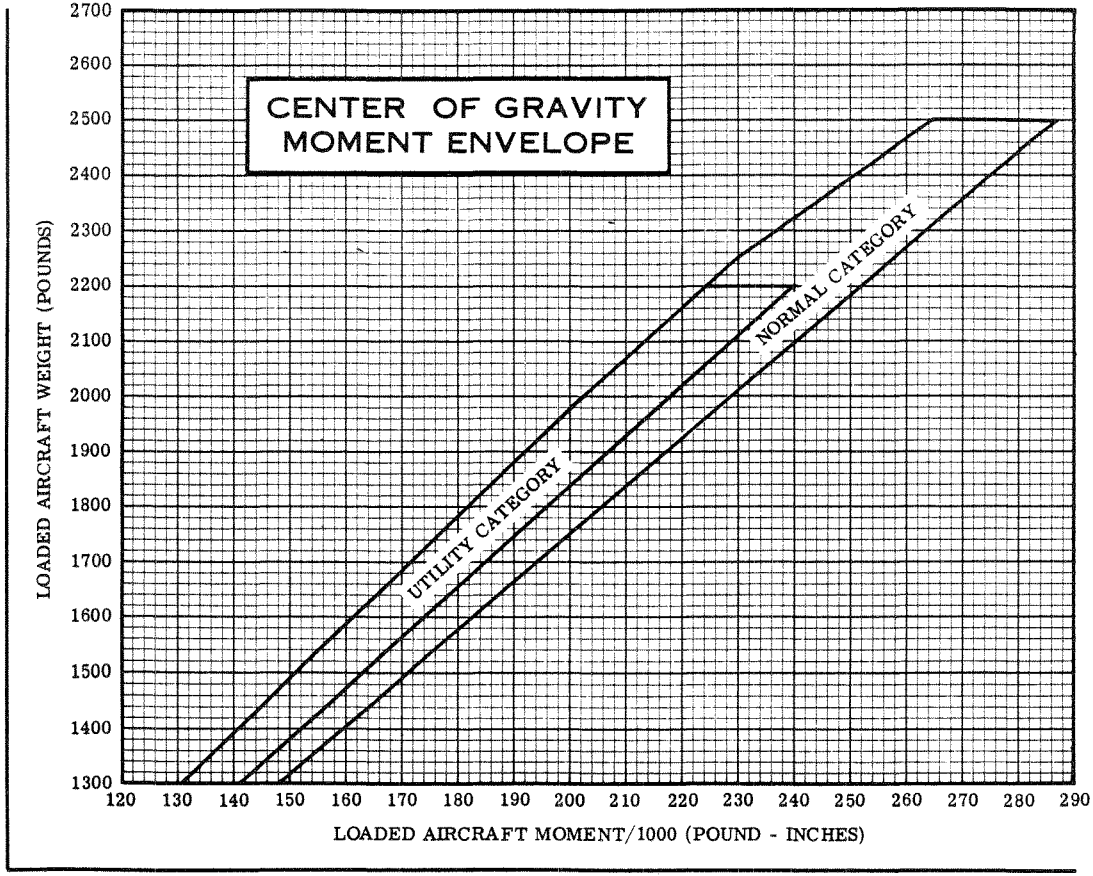
SAMPLE LOADING PROBLEM	SAMPLE AIRPLANE		YOUR AIRPLANE	
	Weight (lbs.)	Moment (lb.-ins. /1000)	Weight (lbs.)	Moment (lb.-ins. /1000)
1. Licensed Empty Weight (Sample Airplane)	1527	159.7		
2. Oil (9 Qts. - The weight of full oil may be used for all calculations)	17	0.8	17	0.8
3. Fuel (Reduced Usable - 43 Gal. at 6 lbs./Gal.)	258	28.9		
Fuel (Standard Total Usable - 49 Gal. at 6 lbs./Gal.)				
Fuel (Long Range Total Usable - 60 Gal. at 6 lbs./Gal.)				
4. Pilot and Front Passenger (Station 90 to 97)	340	31.6		
5. Second Row Passengers	340	45.6		
Cargo 1 Replacing Second Row Seat (Station 126 to 142)				
6. Baggage, Passenger on Auxiliary Seat, or Cargo 2 (Station 142 to 175; 120 lbs. Max.)	18	2.9		
7. TOTAL WEIGHT AND MOMENT	2500	269.5		

8. Locate this point (2500 at 269.5) on the center of gravity moment envelope, and since this point falls within the envelope, the loading is acceptable.



NOTES: (1) Line representing adjustable seats shows the pilot and front passenger center of gravity on adjustable seats positioned for an average occupant. Refer to the Loading Arrangements diagram for forward and aft limits of occupant c.g. range.

(2) Engine Oil: 9 Qts. = 17 Lbs. at 0.8 Moment/1000.


CENTER OF GRAVITY
MOMENT ENVELOPE
LOADED AIRCRAFT WEIGHT (POUNDS)
2700
2600
2500
2400
2300
2200
2100
2000
1900
1800
1700
1600
1500
1400
1300
120
130
140
150
160
170
180
190
200
210
220
230
240
250
260
270
280
290
LOADED AIRCRAFT MOMENT/1000 (POUND - INCHES)
NORMAL CATEGORY
UTILITY CATEGORY

Section V

CARE OF THE AIRPLANE

If your airplane is to retain that new plane performance and dependability, certain inspection and maintenance requirements must be followed. It is wise to follow a planned schedule of lubrication and preventive maintenance based on climatic and flying conditions encountered in your locality.

Keep in touch with your Cessna Dealer and take advantage of his knowledge and experience. He knows your airplane and how to maintain it. He will remind you when lubrications and oil changes are necessary, and about other seasonal and periodic services.

GROUND HANDLING.

The airplane is most easily and safely maneuvered by hand with the tow-bar attached to the nose wheel. When towing with a vehicle, do not exceed the nose gear turning angle of 45° either side of center, or damage to the gear will result. If the airplane is towed or pushed over a rough surface during hangaring, watch that the normal cushioning action of the nose strut does not cause excessive vertical movement of the tail and the resulting contact with low hangar doors or structure. A flat nose wheel tire or deflated strut will also increase tail height.

MOORING YOUR AIRPLANE.

Proper tie-down procedure is your best precaution against damage to your parked airplane by gusty or strong winds. To tie-down your airplane securely, proceed as follows:

(1) Set the parking brake and install the control wheel lock.
(2) Install a surface control lock over the fin and rudder.

(3) Tie sufficiently strong ropes or chains (700 pounds tensile strength) to the wing and tail tie-down fittings and secure each rope to a ramp tie-down.
(4) Tie a rope (no chains or cables) to the nose gear strut and secure to a ramp tie-down.
(5) Install a pitot tube cover.

WINDSHIELD - WINDOWS.

The plastic windshield and windows should be cleaned with an aircraft windshield cleaner. Apply the cleaner sparingly with soft cloths, and rub with moderate pressure until all dirt, oil scum and bug stains are removed. Allow the cleaner to dry, then wipe it off with soft flannel cloths.

If a windshield cleaner is not available, the plastic can be cleaned with soft cloths moistened with Stoddard solvent to remove oil and grease.

NOTE

Never use gasoline, benzine, alcohol, acetone, carbon tetrachloride, fire extinguisher or anti-ice fluid, lacquer thinner or glass cleaner to clean the plastic. These materials will attack the plastic and may cause it to craze.

Follow by carefully washing with a mild detergent and plenty of water. Rinse thoroughly, then dry with a clean moist chamois. Do not rub the plastic with a dry cloth since this builds up an electrostatic charge which attracts dust. Waxing with a good commercial wax will finish the cleaning job. A thin, even coat of wax, polished out by hand with clean soft flannel cloths, will fill in minor scratches and help prevent further scratching.

Do not use a canvas cover on the windshield unless freezing rain or sleet is anticipated since the cover may scratch the plastic surface.

PAINTED SURFACES.

The painted exterior surfaces of your new Cessna have a durable, long lasting finish and, under normal conditions, require no polishing or buffing. Approximately 15 days are required for the paint to cure completely; in most cases, the curing period will have been completed prior to delivery of the airplane. In the event that polishing or buffing is required within the curing period, it is recommended that the work be done

by someone experienced in handling uncured paint. Any Cessna Dealer can accomplish this work.

Generally, the painted surfaces can be kept bright by washing with water and mild soap, followed by a rinse with water and drying with cloths or a chamois. Harsh or abrasive soaps or detergents which cause corrosion or scratches should never be used. Remove stubborn oil and grease with a cloth moistened with Stoddard solvent.

Waxing is unnecessary to keep the painted surfaces bright. However, if desired, the airplane may be waxed with a good automotive wax. A heavier coating of wax on the leading edges of the wings and tail and on the engine nose cap and propeller spinner will help reduce the abrasion encountered in these areas.

When the airplane is parked outside in cold climates and it is necessary to remove ice before flight, care should be taken to protect the painted surfaces during ice removal with chemical liquids. A 50-50 solution of isopropyl alcohol and water will satisfactorily remove ice accumulations without damaging the paint. A solution with more than 50% alcohol is harmful and should be avoided. While applying the de-icing solution, keep it away from the windshield and cabin windows since the alcohol will attack the plastic and may cause it to craze.

ALUMINUM SURFACES.

The clad aluminum surfaces of your Cessna may be washed with clear water to remove dirt; oil and grease may be removed with gasoline, naphtha, carbon tetrachloride or other non-alkaline solvents. Dulled aluminum surfaces may be cleaned effectively with an aircraft aluminum polish.

After cleaning, and periodically thereafter, waxing with a good automotive wax will preserve the bright appearance and retard corrosion. Regular waxing is especially recommended for airplanes operated in salt water areas as a protection against corrosion.

PROPELLER CARE.

Preflight inspection of propeller blades for nicks, and wiping them occasionally with an oily cloth to clean off grass and bug stains will assure long, trouble-free service. Small nicks on the propeller, particu-

larly near the tips and on the leading edges, should be dressed out as soon as possible since these nicks produce stress concentrations, and if ignored, may result in cracks. Never use an alkaline cleaner on the blades; remove grease and dirt with carbon tetrachloride or Stoddard solvent.

INTERIOR CARE.

To remove dust and loose dirt from the upholstery and carpet, clean the interior regularly with a vacuum cleaner.

Blot up any spilled liquid promptly with cleansing tissue or rags. Don't pat the spot; press the blotting material firmly and hold it for several seconds. Continue blotting until no more liquid is taken up. Scrape off sticky materials with a dull knife, then spot-clean the area.

Oily spots may be cleaned with household spot removers, used sparingly. Before using any solvent, read the instructions on the container and test it on an obscure place on the fabric to be cleaned. Never saturate the fabric with a volatile solvent; it may damage the padding and backing materials.

Soiled upholstery and carpet may be cleaned with foam-type detergent, used according to the manufacturer's instructions. To minimize wetting the fabric, keep the foam as dry as possible and remove it with a vacuum cleaner.

If your airplane is equipped with leather seating, cleaning of the seats is accomplished using a soft cloth or sponge dipped in mild soap suds. The soap suds, used sparingly will remove traces of dirt and grease. The soap should be removed with a clean damp cloth.

The plastic trim, headliner, instrument panel and control knobs need only be wiped off with a damp cloth. Oil and grease on the control wheel and control knobs can be removed with a cloth moistened with Stoddard solvent. Volatile solvents, such as mentioned in paragraphs on care of the windshield, must never be used since they soften and craze the plastic.

FLYABLE STORAGE.

Aircraft placed in non-operational storage for a maximum of 30 days or those which receive only intermittent operational use for the first 25 hours are considered in flyable storage status. Every seventh day during these periods, the propeller should be rotated by hand through five revolutions. This action "limbers" the oil and prevents any accumulation of corrosion on engine cylinder walls.

IMPORTANT

For maximum safety, check that the ignition switch is OFF, the throttle is closed, the mixture control is in the idle cut-off position, and the airplane is secured before rotating the propeller by hand. Do not stand within the arc of the propeller blades while turning the propeller.

After 30 days, the aircraft should be flown for 30 minutes or a ground runup should be made just long enough to produce an oil temperature within the lower green arc range. Excessive ground runup should be avoided.

Engine runup also helps to eliminate excessive accumulations of water in the fuel system and other air spaces in the engine. Keep fuel bays full to minimize condensation in the bays. Keep the battery fully charged to prevent the electrolyte from freezing in cold weather. If the aircraft is to be stored temporarily, or indefinitely, refer to the Service Manual for proper storage procedures.

INSPECTION SERVICE AND INSPECTION PERIODS.

With your airplane you will receive a Customer Care Program book. Coupons attached to the Program book entitle you to an initial inspection and the first 100-hour inspection at no charge. If you take delivery from your Dealer, he will perform the initial inspection before delivery of the airplane to you. If you pick up the airplane at the factory, plan to take it to your Dealer reasonably soon after you take delivery on it. This will permit him to check it over and to make any minor adjustments that may appear necessary. Also, plan an inspection by your Dealer at 100 hours or 180 days, whichever comes first. This inspection also is performed

by your Dealer for you at no charge. While these important inspections will be performed for you by any Cessna Dealer, in most cases you will prefer to have the Dealer from whom you purchased the airplane accomplish this work.

Federal Aviation Regulations require that all airplanes have a periodic (annual) inspection as prescribed by the administrator, and performed by a person designated by the administrator. In addition, 100-hour periodic inspections made by an "appropriately-rated mechanic" are required if the airplane is flown for hire. The Cessna Aircraft Company recommends the 100-hour periodic inspection for your airplane. The procedure for this 100-hour inspection has been carefully worked out by the factory and is followed by the Cessna Dealer Organization. The complete familiarity of the Cessna Dealer Organization with Cessna equipment and with factory-approved procedures provides the highest type of service possible at lower cost.

AIRCRAFT FILE.

There are miscellaneous data, information and licenses that are a part of the aircraft file. The following is a check list for that file. In addition, a periodic check should be made of the latest Federal Aviation Regulations to ensure that all data requirements are met.

A. To be displayed in the aircraft at all times:

(1) Aircraft Airworthiness Certificate (FAA Form 8100-2).
(2) Aircraft Registration Certificate (FAA Form 8050-3).
(3) Aircraft Radio Station License, if transmitter installed (FCC Form 556).

B. To be carried in the aircraft at all times:

(1) Weight and Balance, and associated papers (latest copy of the Repair and Alteration Form, FAA Form 337, if applicable).
(2) Aircraft Equipment List.

C. To be made available upon request:

(1) Aircraft Log Book.
(2) Engine Log Book.

NOTE

Cessna recommends that these items, plus the Owner's Manual, Power Computer, Pilot's Check List, Customer Care Program book and Customer Care Card, be carried in the aircraft at all times.

Most of the items listed are required by the United States Federal Aviation Regulations. Since the regulations of other nations may require other documents and data, owners of exported aircraft should check with their own aviation officials to determine their individual requirements.

MAA PLATE/FINISH AND TRIM PLATE.

Information concerning the Type Certificate Number (TC), Production Certificate Number (PC), Model Number and Serial Number of your particular aircraft can be found on the MAA (Manufacturers Aircraft Association) plate located on the upper part of the left forward doorpost.

A Finish and Trim plate contains a code describing the interior color scheme and exterior paint combination of the aircraft. The code may be used in conjunction with an applicable Parts Catalog if finish and trim information is needed. This plate is located on the lower forward edge of the left cabin door.

LUBRICATION AND SERVICING PROCEDURES

Specific servicing information is provided here for items requiring daily attention. A Servicing Intervals Check List is included to inform the pilot when to have other items checked and serviced.

DAILY

FUEL BAY FILLERS:

Service after each flight with 91/96 minimum grade or 100/130 grade fuel. (100/130 low lead aviation fuel with a lead content limited to 2 c.c. per gallon is also approved.) Fill each bay to top of filler for a total capacity of 25 gallons for the standard bay, or 30.5 gallons for the optional long range bay. A 22 gallon marker, in the form of a series of small holes inside the filler neck, is provided to facilitate fueling to reduced fuel loads for both the standard and optional bays. (To ensure desired fuel capacity when refueling, place the fuel selector valve in either LEFT or RIGHT position to prevent cross-feeding.)

FUEL STRAINER:

Before the first flight of the day and after each refueling, pull out fuel strainer drain knob for about four seconds, to clear fuel strainer of possible water and sediment. Release drain knob, then check that strainer drain is closed after draining. If water is observed, there is a possibility that the fuel bay sumps contain water. Thus, the drain plugs in the fuel bay sumps, fuel selector valve, fuel vent lines, and fuel reservoir should be removed to check for presence of water.

OIL DIPSTICK:

Check oil level before each flight. Do not operate on less than 6 quarts. To minimize loss of oil through breather, fill to 7 quart level for normal flights of less than 3 hours. For extended flight, fill to 8 quarts. (Quantities shown above are oil dipstick level readings only. Actual system capacity is one quart more than shown due to the standard oil filter on this engine. During oil and filter changes, a total of 9 quarts of oil should be added.)

LUBRICATION AND SERVICING PROCEDURES

DAILY (Continued)

OIL FILLER:

When preflight check shows low oil level, service with aviation grade engine oil; SAE 50 above 60°F, SAE 10W30 or SAE 30 at temperatures from 0° to 70°F, and SAE 10W30 or SAE 20 at temperatures below 10°F. (Multi-viscosity oil with a range of SAE 10W30 is recommended for improved starting and lubrication during warm-up in cold weather.) Detergent or dispersant oil, conforming to Specification No. MIL-L-22851, must be used. Your Cessna Dealer can supply approved brands of oil.

NOTE

Your Cessna was delivered from the factory with a corrosion preventive aircraft engine oil. If oil must be added during the first 25 hours, use only aviation grade straight mineral oil (non-detergent) conforming to Specification No. MIL-L-6082.

SERVICING INTERVALS CHECK LIST

FIRST 25 HOURS

ENGINE OIL SUMP, OIL COOLER AND OIL FILTER -- After the first 25 hours of operation, drain engine oil sump and oil cooler, clean the oil suction strainer, and change the oil filter element. Refill sump with straight mineral oil (non-detergent) and use until a total of 50 hours has accumulated or oil consumption has stabilized; then change to detergent oil.

EACH 50 HOURS

BATTERY -- Check and service. Check more often (at least every 30 days) if operating in hot weather.
ENGINE OIL SUMP, OIL COOLER AND OIL FILTER -- Drain engine oil sump and oil cooler and replace filter element. The oil change interval may be extended to 100-hour intervals providing the oil filter element is changed at 50-hour intervals. Change engine oil at least every four months even though less than the recommended hours have accumulated. Reduce periods for prolonged operation in dusty areas, cold climates, or when short flights and long idle periods result in sludging conditions.
CARBURETOR AIR FILTER -- Clean or replace. Under extremely dusty conditions, daily maintenance of the filter is recommended.
NOSE GEAR TORQUE LINKS -- Lubricate. When operating under dusty conditions, more frequent lubrication is recommended.

EACH 100 HOURS

SPARK PLUGS -- Clean, test and regap.
BRAKE MASTER CYLINDERS -- Check and fill.
SHIMMY DAMPENER -- Check and fill.
FUEL STRAINER -- Disassemble and clean.
FUEL BAY SUMP DRAINS -- Drain water and sediment.
FUEL SELECTOR VALVE DRAIN PLUG -- Drain water and sediment.
FUEL VENT LINE DRAIN PLUGS -- Drain water and sediment.
FUEL RESERVOIR DRAIN PLUG -- Drain water and sediment.
AUXILIARY FUEL PUMP FILTER -- Remove and clean.

SERVICING INTERVALS CHECK LIST

EACH 100 HOURS (Continued)

SUCTION RELIEF VALVE INLET FILTER (OPT.) -- Clean. Replace at engine overhaul period.
ALTERNATE STATIC SOURCE DRAIN -- Remove cap and drain condensate.

EACH 500 HOURS

VACUUM SYSTEM AIR FILTER (OPT.) -- Replace filter element. Replace sooner if suction gage reading drops to 4.6 in. Hg.
WHEEL BEARINGS -- Lubricate at first 100 hours and at 500 hours thereafter. Reduce lubrication interval to 100 hours when operating in dusty or sea coast areas, during periods of extensive taxiing, or when numerous take-offs and landings are made.

AS REQUIRED

NOSE GEAR SHOCK STRUT -- Fill with hydraulic fluid and inflate with air to 40 psi.

ADDITIONAL SERVICE AND TEST REGULATIONS

Servicing Intervals of items in the preceding check list are recommended by The Cessna Aircraft Company. Government regulations may require that additional items be inspected, serviced or tested at specific intervals for various types of flight operations. For these regulations, owners should check with aviation officials in the country where the aircraft is being operated.

OWNER FOLLOW-UP SYSTEM

Your Cessna Dealer has an owner follow-up system to notify you when he receives information that applies to your Cessna. In addition, if you wish, you may choose to receive similar notification, in the form of Service Letters, directly from the Cessna Customer Services Department. A subscription form is supplied in your Customer Care Program book for your use, should you choose to request this service. Your Cessna Dealer will be glad to supply you with details concerning these follow-up programs, and stands ready through his Service Department to supply you with fast, efficient, low cost service.

PUBLICATIONS

Various publications and flight operation aids are furnished in the aircraft when delivered from the factory. These items are listed below.

- OWNER'S MANUALS FOR YOUR
  AIRCRAFT
  ELECTRONICS AND AUTOPILOT
- POWER COMPUTER
- SALES AND SERVICE DEALER DIRECTORY

The following additional publications, plus many other supplies that are applicable to your aircraft, are available from your Cessna Dealer.

- SERVICE MANUALS AND PARTS CATALOGS FOR YOUR
  AIRCRAFT
  ENGINE AND ACCESSORIES
  ELECTRONICS AND AUTOPILOT

Your Cessna Dealer has a current catalog of all available Customer Services Supplies, many of which he keeps on hand. If supplies are not in stock, your Cessna Dealer will be happy to order for you.

OPERATIONAL DATA

The operational data charts on the following pages are presented for two purposes; first, so that you may know what to expect from your airplane under various conditions, and second, to enable you to plan your flights in detail and with reasonable accuracy.

The data in the charts has been compiled from actual flight tests with the airplane and engine in good condition and using average piloting techniques. Note also that the range charts make no allowances for wind, navigational errors, warm-up, take-off, climb, etc. You must estimate these variables for yourself and make allowances accordingly. Other indeterminate variables such as mixture leaning techniques, carburetor metering characteristics, engine and propeller condition, and air turbulence may account for variations of 10% or more in maximum range. Speeds shown in the Cruise Performance charts reflect performance of the Cardinal configuration; these speeds are 2 to 3 MPH faster than the standard 177.

Remember that the charts contained herein are based on standard day conditions. In the case of take-off and climb performance, correction factors are included in the footnotes in these charts to show the effect of temperatures hotter than standard. These factors are based on moderate humidity conditions. Under extremely high humidity conditions, these correction factors may be twice as great as those shown. For more precise power, fuel consumption, and endurance information, consult the Cessna Power Computer supplied with your aircraft. With the Power Computer, you can easily take into account temperature variations from standard at any flight altitude.

AIRSPEED CORRECTION TABLE

FLAPS UP										
IAS-MPH	60	70	80	90	100	110	120	130	140	150
CAS-MPH	61	71	80	90	100	108	117	126	136	146
FLAPS 10°										
IAS-MPH	60	70	80	90	100	110	120	130	—	—
CAS-MPH	61	71	81	90	99	108	117	127	—	—
FLAPS 30°										
IAS-MPH	50	60	70	80	90	100	105	—	—	—
CAS-MPH	52	62	72	81	90	99	104	—	—	—

Figure 6-1.

STALL SPEEDS – MPH CAS

GROSS WEIGHT 2500 LBS	ANGLE OF BANK			
CONDITION	0°	20°	40°	60°
FLAPS UP	63	65	72	89
FLAPS 15°	58	60	67	83
FLAPS 30°	53	55	60	75

POWER OFF – AFT CG

Figure 6-2.

TAKE-OFF DATA

TAKE-OFF DISTANCE FROM HARD SURFACE RUNWAY WITH FLAPS 15°

GROSS WEIGHT POUNDS	IAS AT 50' MPH	HEAD WIND KNOTS	AT SEA LEVEL & 59°F		AT 2500 FT. & 50°F		AT 5000 FT. & 41°F		AT 7500 FT. & 32°F	
			GROUND RUN	TOTAL TO CLEAR 50 FT OBS	GROUND RUN	TOTAL TO CLEAR 50 FT OBS	GROUND RUN	TOTAL TO CLEAR 50 FT OBS	GROUND RUN	TOTAL TO CLEAR 50 FT OBS
2500	69	0	750	1400	900	1675	1090	2050	1335	2640
		10	525	1060	635	1280	780	1585	970	2070
		20	335	760	415	935	520	1175	660	1565
2200	64	0	555	1085	665	1265	800	1500	975	1835
		10	380	810	460	950	560	1140	695	1410
		20	230	565	290	675	360	820	455	1035
1900	60	0	400	840	475	955	570	1105	690	1310
		10	260	615	315	710	385	825	475	985
		20	150	420	190	490	235	580	300	700

NOTES:
1. Increase distance 10% for each 20°F above standard temperature for particular altitude.
2. For operation on a dry, grass runway, increase distances (both "ground run" and "total to clear 50 ft. obstacle") by 7% of the "total to clear 50 ft. obstacle" figure.

MAXIMUM RATE-OF-CLIMB DATA

GROSS WEIGHT POUNDS	AT SEA LEVEL & 59°F			AT 5000 FT & 41°F			AT 10,000 FT & 23°F			AT 15,000 FT & 5°F		
	IAS MPH	RATE OF CLIMB FT/MIN	GAL. OF FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	FROM S.L. FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	FROM S.L. FUEL USED	IAS MPH	RATE OF CLIMB FT/MIN	FROM S.L. FUEL USED
2500	92	840	1.5	88	585	3.4	83	330	5.6	79	80	10.4
2200	89	1020	1.5	84	735	3.0	80	450	4.8	76	165	7.7
1900	86	1205	1.5	81	890	2.8	77	575	4.2	73	260	6.3

NOTES:
1. Flaps up, full throttle, 2700 rpm, and mixture leaned for smooth operation above 3000 ft.
2. Fuel used includes warm up and take-off allowance.
3. For hot weather, decrease rate of climb 30 ft./min. for each 10°F above standard day temperature for particular altitude.

Figure 6-3.

CRUISE PERFORMANCE

LEAN MIXTURE

Standard Conditions — Zero Wind — Gross Weight-2500 Pounds

2500 FEET

RPM	MP	% BHP	TAS MPH	GAL/ HOUR	49 GAL (NO RESERVE)		60 GAL (NO RESERVE)	
					ENDR. HOURS	RANGE MILES	ENDR. HOURS	RANGE MILES
2500	24	79	140	10.6	4.6	645	5.6	790
	23	74	136	10.0	4.9	670	6.0	820
	22	70	133	9.3	5.3	700	6.4	855
	21	66	128	8.7	5.7	725	6.9	890
2400	24	77	138	10.3	4.7	655	5.8	800
	23	73	135	9.7	5.1	680	6.2	835
	22	68	131	9.1	5.4	710	6.6	870
	21	64	127	8.5	5.8	735	7.1	900
2300	24	75	136	10.0	4.9	670	6.0	820
	23	71	133	9.4	5.2	695	6.4	850
	22	66	129	8.8	5.6	720	6.8	885
	21	62	125	8.2	6.0	745	7.3	910
2200	24	72	134	9.6	5.1	685	6.3	840
	23	68	131	9.0	5.5	710	6.7	870
	22	64	127	8.4	5.8	735	7.1	900
	21	60	122	7.9	6.2	755	7.6	925
2100	24	69	132	9.1	5.4	705	6.6	865
	23	65	128	8.6	5.7	730	7.0	895
	22	61	123	8.1	6.1	750	7.4	920
	21	57	119	7.6	6.4	765	7.9	940
	20	53	113	7.2	6.8	775	8.4	950
	19	50	106	6.7	7.3	770	8.9	945

Figure 6-4 (Sheet 1 of 5).

CRUISE PERFORMANCE

LEAN MIXTURE

Standard Conditions — Zero Wind — Gross Weight-2500 Pounds

5000 FEET

RPM	MP	% BHP	TAS MPH	GAL/ HOUR	49 GAL (NO RESERVE)		60 GAL (NO RESERVE)	
					ENDR. HOURS	RANGE MILES	ENDR. HOURS	RANGE MILES
2500	24	82	145	11.1	4.4	640	5.4	785
	23	77	141	10.4	4.7	665	5.8	815
	22	73	138	9.7	5.1	695	6.2	850
	21	68	133	9.0	5.4	725	6.7	885
2400	24	79	143	10.7	4.6	655	5.6	800
	23	75	140	10.1	4.9	680	6.0	835
	22	71	136	9.4	5.2	705	6.4	865
	21	67	132	8.8	5.6	735	6.8	900
2300	24	77	141	10.4	4.7	665	5.8	815
	23	73	138	9.7	5.0	695	6.2	850
	22	69	134	9.1	5.4	720	6.6	880
	21	65	130	8.5	5.7	745	7.0	910
2200	24	74	139	10.0	4.9	685	6.0	840
	23	70	136	9.4	5.2	710	6.4	870
	22	66	131	8.8	5.6	735	6.9	900
	21	62	127	8.2	6.0	755	7.3	925
2100	24	71	136	9.5	5.2	705	6.3	860
	23	68	133	8.9	5.5	730	6.7	890
	22	64	128	8.4	5.8	750	7.1	915
	21	60	124	7.9	6.2	770	7.6	940
	20	56	118	7.4	6.6	780	8.1	955
	19	52	111	7.0	7.0	780	8.6	955

Figure 6-4 (Sheet 2 of 5).

CRUISE PERFORMANCE

LEAN MIXTURE

Standard Conditions ⟍ Zero Wind ⟍ Gross Weight-2500 Pounds

7500 FEET

RPM	MP	% BHP	TAS MPH	GAL/ HOUR	49 GAL (NO RESERVE) ENDR. HOURS	49 GAL (NO RESERVE) RANGE MILES	60 GAL (NO RESERVE) ENDR. HOURS	60 GAL (NO RESERVE) RANGE MILES
2500	22	75	143	10.1	4.9	695	6.0	850
	21	71	138	9.4	5.2	720	6.4	885
	20	66	133	8.7	5.6	750	6.9	920
	19	61	128	8.1	6.0	770	7.4	945
2400	22	73	141	9.8	5.0	705	6.1	865
	21	69	137	9.2	5.3	730	6.5	895
	20	65	132	8.6	5.7	755	7.0	925
	19	61	126	8.0	6.1	775	7.5	950
2300	22	71	139	9.5	5.2	720	6.3	880
	21	67	135	8.9	5.5	745	6.8	910
	20	63	130	8.3	5.9	765	7.2	935
	19	59	123	7.8	6.3	780	7.7	955
2200	22	69	137	9.1	5.4	735	6.6	900
	21	65	132	8.5	5.7	755	7.0	925
	20	61	126	8.0	6.1	775	7.5	950
	19	56	120	7.5	6.5	785	8.0	960
2100	22	66	133	8.7	5.6	750	6.9	915
	21	62	129	8.2	6.0	770	7.3	940
	20	58	123	7.7	6.4	780	7.8	955
	19	54	116	7.2	6.8	785	8.3	960
	18	50	108	6.8	7.2	780	8.8	955

Figure 6-4 (Sheet 3 of 5).

CRUISE PERFORMANCE

LEAN MIXTURE

Standard Conditions — Zero Wind — Gross Weight-2500 Pounds

10,000 FEET

					49 GAL (NO RESERVE)		60 GAL (NO RESERVE)	
RPM	MP	% BHP	TAS MPH	GAL/ HOUR	ENDR. HOURS	RANGE MILES	ENDR. HOURS	RANGE MILES
2500	20	68	138	9.0	5.4	750	6.6	915
	19	64	132	8.4	5.8	770	7.1	945
	18	59	126	7.8	6.3	785	7.7	960
	17	54	117	7.3	6.7	790	8.3	965
2400	20	67	137	8.9	5.5	755	6.7	925
	19	63	131	8.3	5.9	775	7.2	950
	18	59	125	7.7	6.3	790	7.7	965
	17	54	116	7.2	6.8	785	8.3	965
2300	20	65	135	8.6	5.7	765	7.0	940
	19	61	128	8.0	6.1	780	7.5	955
	18	57	121	7.5	6.5	790	8.0	965
	17	52	112	7.0	7.0	785	8.5	960
2200	20	63	131	8.3	5.9	775	7.2	950
	19	59	125	7.8	6.3	790	7.7	965
	18	55	117	7.3	6.7	790	8.2	965
2100	20	61	128	8.0	6.1	785	7.5	960
	19	56	121	7.5	6.5	790	8.0	965
	18	52	113	7.0	7.0	785	8.5	960

Figure 6-4 (Sheet 4 of 5).

CRUISE PERFORMANCE

LEAN MIXTURE

Standard Conditions ↘ Zero Wind ↘ Gross Weight-2500 Pounds

12,500 FEET

					49 GAL (NO RESERVE)		60 GAL (NO RESERVE)	
RPM	MP	% BHP	TAS MPH	GAL/ HOUR	ENDR. HOURS	RANGE MILES	ENDR. HOURS	RANGE MILES
2500	18	61	130	8.1	6.1	790	7.4	965
	17	57	121	7.5	6.5	790	8.0	970
	16	52	110	7.0	7.0	770	8.6	940
2400	18	61	130	8.0	6.1	790	7.5	970
	17	56	121	7.5	6.6	790	8.0	970
	16	52	109	7.0	7.0	765	8.6	935
2300	18	59	126	7.8	6.3	790	7.7	970
	17	54	117	7.3	6.8	790	8.3	965
2200	18	57	122	7.5	6.5	790	8.0	970
	17	53	111	7.1	6.9	775	8.5	950
2100	18	55	117	7.3	6.7	790	8.2	970
	17	50	105	6.8	7.2	750	8.8	920

Figure 6-4 (Sheet 5 of 5).

LANDING DISTANCE TABLE

LANDING DISTANCE WITH FLAPS 30°, POWER OFF, AND NO WIND ON HARD SURFACE RUNWAY

GROSS WEIGHT POUNDS	IAS AT 50' MPH	AT SEA LEVEL & 59°F		AT 2500 FT. & 50°F		AT 5000 FT. & 41°F		AT 7500 FT. & 32°F	
		GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS.	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS.	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS.	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS.
2500	72	600	1220	635	1290	675	1370	715	1450

NOTES:
1. Reduce landing distance 10% for each 4 knots of headwind.
2. For operation on a dry, grass runway, increase distances (both "ground roll" and "total to clear 50 ft. obstacle") by 20% of the "total to clear 50 ft. obstacle" figure.

Figure 6-5.

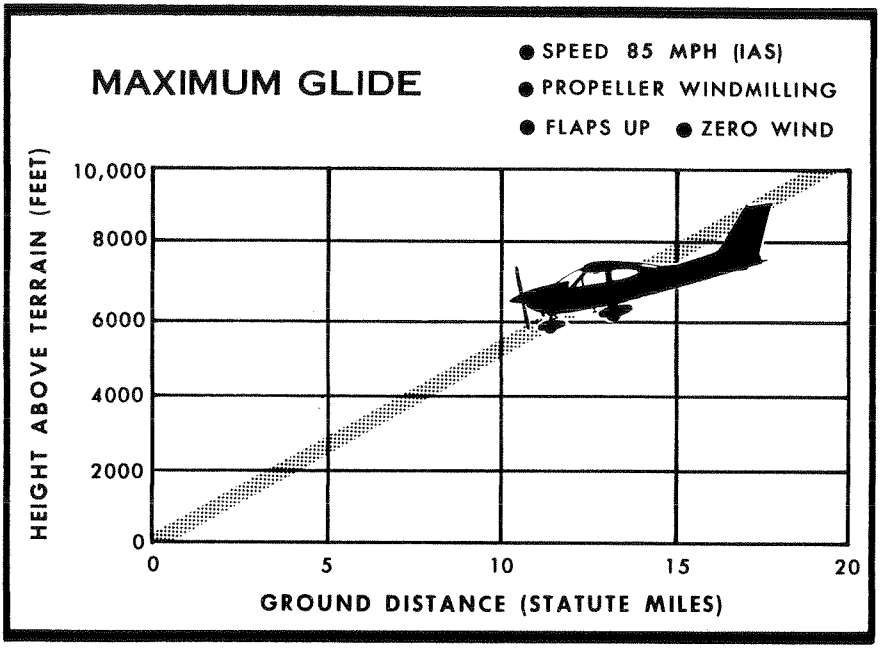

MAXIMUM GLIDE
● SPEED 85 MPH (IAS)
● PROPELLER WINDMILLING
● FLAPS UP ● ZERO WIND
HEIGHT ABOVE TERRAIN (FEET)
10,000
8000
6000
4000
2000
0
0
5
10
15
20
GROUND DISTANCE (STATUTE MILES)

Figure 6-6.

Section VII

OPTIONAL SYSTEMS

This section contains a description, operating procedures, and performance data (when applicable) for some of the optional equipment which may be installed in your Cessna. Owner's Manual Supplements are provided to cover operation of other optional equipment systems when installed in your airplane. Contact your Cessna Dealer for a complete list of available optional equipment.

LONG RANGE FUEL BAYS

Special wings with long range fuel bays are available to replace the standard wings and fuel bays for greater endurance and range. When these bays are installed, the total usable fuel, for all flight conditions, is 60 gallons.

COLD WEATHER EQUIPMENT

WINTERIZATION KIT.

For continuous operation in temperatures consistently below 20°F, the Cessna winterization kit should be installed to improve engine operation. The kit consists of two baffles to cover the side inlets of the cowling nose cap, and insulation for the crankcase breather line. Once installed, the crankcase breather insulation is approved for permanent use in both cold and hot weather.

GROUND SERVICE PLUG RECEPTACLE.

A ground service plug receptacle may be installed to permit the use of an external power source for cold weather starting and during lengthy maintenance work on the airplane electrical system (with the exception of electronic equipment).

NOTE

Electrical power for the airplane electrical circuits is provided through a split bus bar having all electronic circuits on one side of the bus and other electrical circuits on the other side of the bus. When an external power source is connected, a contactor automatically opens the circuit to the electronic portion of the split bus bar as a protection against damage to the transistors in the electronic equipment by transient voltages from the power source. Therefore, the external power source can not be used as a source of power when checking electronic components.

Just before connecting an external power source (generator type or battery cart), the master switch should be turned on.

The ground service plug receptacle circuit incorporates a polarity reversal protection. Power from the external power source will flow only if the ground service plug is correctly connected to the airplane. If the plug is accidently connected backwards, no power will flow to the airplane's electrical system, thereby preventing any damage to electrical equipment.

The battery and external power circuits have been designed to completely eliminate the need to "jumper" across the battery contactor to close it for charging a completely "dead" battery. A special fused circuit in the external power system supplies the needed "jumper" across the contacts so that with a "dead" battery and an external power source applied, turning on the master switch will close the battery contactor.

STATIC PRESSURE ALTERNATE SOURCE VALVE.

A static pressure alternate source valve may be installed in the left side of the instrument panel for use when the external static source is malfunctioning. This valve supplies static pressure from inside the rear

fuselage instead of the external static ports. An external condensate drain valve, located in the alternate source line under the pilot's floorboard, is provided for periodic draining of any moisture accumulation.

If erroneous instrument readings are suspected due to water or ice in the pressure lines going to the standard external static pressure source, the alternate static source valve should be pulled on.

Pressures within the rear fuselage will vary with open cabin ventilators and vent windows. With the windows closed, the most adverse vent configuration results in minor airspeed and altimeter variations of less than 4 MPH and 50 feet, respectively. However, opening the vent windows results in large errors which increase with increasing airspeed. For example, at the placarded maximum window open speed of 120 MPH, the airspeed indicator and altimeter will read low by as much as 12 MPH and 90 feet, respectively. To avoid these large errors the windows should not be open when using the alternate static source.

RADIO SELECTOR SWITCHES

RADIO SELECTOR SWITCH OPERATION.

Operation of the radio equipment is normal as covered in the respective radio manuals. When more than one radio is installed, an audio switching system is necessary. The operation of this switching system is described below.

TRANSMITTER SELECTOR SWITCH.

The transmitter selector switch is labeled TRANS, and has two positions. When two transmitters are installed, it is necessary to switch the microphone to the radio unit the pilot desires to use for transmission. This is accomplished by placing the transmitter selector switch in the position corresponding to the radio unit which is to be used. The up position selects the upper transmitter and the down position selects the lower transmitter.

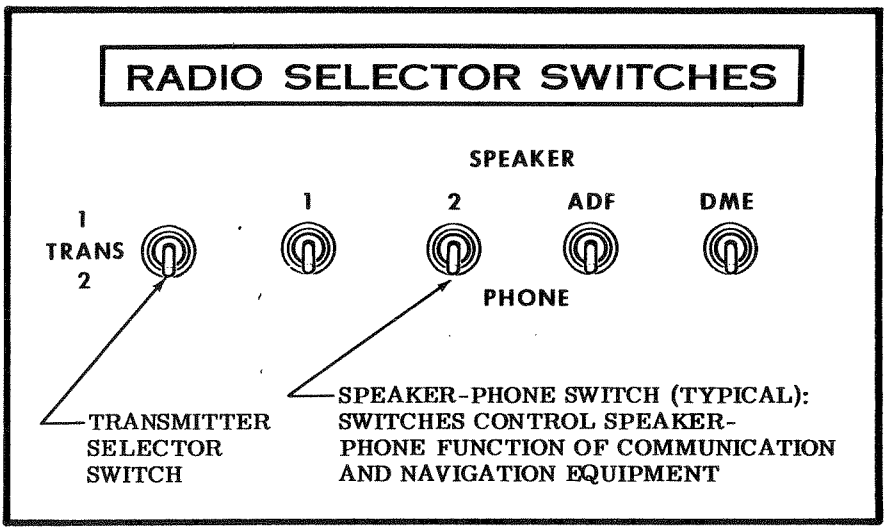


Figure 7-1.

The installation of Cessna radio equipment provides certain audio back-up capabilities and transmitter selector switch functions that the pilot should be familiar with. When the transmitter selector switch is placed in the No. 1 or No. 2 position, the audio amplifier of the corresponding transceiver is utilized to provide the speaker audio for all radios. If the audio amplifier in the selected transceiver fails, as evidenced by loss of speaker audio for all radios, place the transmitter selector switch in the other transceiver position. Since an audio amplifier is not utilized for headphones, a malfunctioning amplifier will not affect headphone operation.

SPEAKER-PHONE SWITCHES.

The speaker-phone switches determine whether the output of the receiver in use is fed to the headphones or through the audio amplifier to the speaker. Place the switch for the desired receiving system either in the up position for speaker operation or in the down position for headphones.

AUTOPILOT-OMNI SWITCH.

When a Nav-O-Matic autopilot is installed with two compatible omni receivers, an autopilot-omni switch is utilized. This switch selects the omni receiver to be used for the omni course sensing function of the autopilot. The switch is mounted just to the left of the autopilot control unit located at the bottom of the radio stack in the center of the instrument panel. The switch positions, labeled OMNI 1 and OMNI 2, correspond to the omni receivers in the radio panel stack.

BOOM MICROPHONE

A boom microphone may be mounted near the upper left corner of the windshield. Use of the boom microphone allows radio communication without the necessity of releasing any controls to handle the normal hand microphone. The microphone keying switch is a push button located on the left side of the pilot's control wheel.

WING LEVELER

A wing leveler may be installed to augment the lateral and directional stability of the airplane. The system uses the Turn Coordinator for roll and yaw sensing. Vacuum pressure, from the engine-driven vacuum pump, is routed from the Turn Coordinator to cylinder-piston servo units attached to the aileron and rudder control systems. As the airplane deviates from a wing level attitude or a given direction, vacuum pressure in the servo units is increased or relieved as needed to actuate the ailerons and rudder to oppose the deviations. The rudder action effectively corrects adverse yaw induced by the ailerons.

A separately mounted push-pull control knob, labeled WING LVLR, is provided on the lower left side of the instrument panel to turn the system on and off. A ROLL TRIM control knob on the Turn Coordinator is used for manual roll trim control to compensate for asymmetrical loading of fuel and passengers, and to optimize system performance in climb, cruise and let-down.

OPERATING CHECK LIST

TAKE-OFF.

(1) WING LVLR Control Knob -- Check in off position (full in).

CLIMB.

(1) Adjust stabilator and rudder trim for climb.
(2) WING LVLR Control Knob -- Pull control knob ON.
(3) ROLL TRIM Control Knob -- Adjust for wings level attitude.

CRUISE.

(1) Adjust power, stabilator and rudder trim for level flight.
(2) ROLL TRIM Control knob -- Adjust as desired.

DESCENT.

(1) Adjust power, stabilator and rudder trim for desired speed and rate of descent.
(2) ROLL TRIM Control knob -- Adjust as desired.

LANDING.

(1) Before landing, push WING LVLR control knob full in to the off position.

EMERGENCY PROCEDURES

If a malfunction should occur, the system is easily overpowered with pressure on the control wheel. The system should then be turned off. In the event of partial or complete vacuum failure, the wing leveler will automatically become inoperative. However, the Turn Coordinator used with the wing leveler system will not be affected by loss of vacuum since it is designed with a "back-up" system enabling it to operate from either vacuum or electrical power in the event of failure of one of these sources.

OPERATING NOTES

(1) The wing leveler system may be overpowered at any time without damage or wear. However, for extended periods of maneuvering it may be desirable to turn the system off.

(2) It is recommended that the system not be engaged during take-off and landing. Although the system can be easily overpowered, servo forces could significantly alter the manual "feel" of the aileron control, especially should a malfunction occur.

CESSNA ECONOMY MIXTURE INDICATOR

The Cessna Economy Mixture Indicator is an exhaust gas temperature (EGT) sensing device which visually aids the pilot in obtaining either an efficient maximum power mixture or a desired cruise mixture. Exhaust gas temperature varies with cylinder fuel-to-air ratio, power, and RPM.

OPERATING INSTRUCTIONS.

The following chart should be used to establish mixture settings in take-off, climb and cruise.

The reference EGT must be known before the EGT indicator can be used for take-off and climb. Determine the reference EGT periodically as follows:

(1) Establish 75% power in level flight at 2500 RPM and part throttle.

FLIGHT CONDITION	POWER SETTING	EGT	REMARKS
TAKE-OFF AND CLIMB	Full throttle and 2700 RPM	125° richer than REFERENCE EGT	Use FULL RICH mixture below 3000'. Use BEST POWER mixture above 10,000'.
NORMAL CLIMB	Greater than 75%	125° richer than REFERENCE EGT	Use FULL RICH mixture below 3000'. Use BEST POWER mixture above 10,000'.
	75% or less	Peak minus 125° (ENRICHEN)	BEST POWER mixture.
NORMAL CRUISE	75% or less	Peak minus 50° to 75° (ENRICHEN)	NORMAL LEAN mixture - Owner's Manual and Power Computer performance.
MAXIMUM RANGE	65% or less	Peak minus 25° (ENRICHEN)	2 MPH TAS loss and 5% range increase from NORMAL LEAN.

(2) Carefully lean to peak EGT. This is the reference EGT.

NOTE

Operation at peak EGT is not authorized for continuous operation, except to establish peak EGT for reference at 75% power or less. Operation on the lean side of peak EGT or within 25° of peak EGT is not approved.

The yellow index pointer may be set at the reference point, or to a specific point to lean to. It can be positioned manually by turning the screw adjustment on the face of the instrument.

For maximum performance take-off, mixture may be set during static full power runup, if feasible, or during the ground roll.

NOTE

Enrichen mixture during climb if excessive cylinder head temperatures occur.

When leaning the mixture under some cruise conditions, engine roughness may occur before peak EGT is reached. In this case, use the EGT corresponding to the onset of roughness as the reference point instead of peak EGT.

Changes in altitude or power setting require the EGT to be rechecked. Mixture may be controlled in cruise descent by simply enriching to avoid engine roughness. During prolonged descents, maintain sufficient power to keep the EGT needle on scale. In idle descents or landing approaches, use full rich mixture. For idle descents or landing approaches at high elevations, the mixture control may be set in a position to permit smooth engine acceleration to maximum power.

TRUE AIRSPEED INDICATOR

A true airspeed indicator is available to replace the standard airspeed indicator in your airplane. The true airspeed indicator has a calibrated rotatable ring which works in conjunction with the airspeed indicator dial in a manner similar to the operation of a flight computer.

TO OBTAIN TRUE AIRSPEED, rotate ring until pressure altitude is aligned with outside air temperature in degrees Fahrenheit. Then read true airspeed on rotatable ring opposite airspeed needle.

NOTE

Pressure altitude should not be confused with indicated altitude. To obtain pressure altitude, set barometric scale on altimeter to "29.92" and read pressure altitude on altimeter. Be sure to return altimeter barometric scale to original barometric setting after pressure altitude has been obtained.

FUEL BAY QUICK-DRAIN VALVE KIT

Two fuel bay quick-drain valves and a fuel sampler cup are available as a kit to facilitate daily draining and inspection of fuel in the fuel bays for the presence of water and sediment. The valves replace existing fuel bay drain plugs located at the lower inboard area of the wing. The fuel sampler cup, which may be stowed in the map compartment, is used to drain the valves. The sampler cup has a probe in the center of the cup. When the probe is inserted into the hole in the bottom of the drain valve and pushed upward, fuel flows into the cup to facilitate visual inspection of the fuel. As the cup is removed, the drain valve seats, stopping the flow of fuel.

OIL QUICK-DRAIN VALVE

An oil quick-drain valve is optionally offered to replace the drain plug in the oil sump drain port. The valve provides a quicker and cleaner method of draining engine oil. To drain the oil with this valve installed, slip a hose over the end of the valve, route the hose to a suitable container, then push upward on the end of the valve until it snaps into the open position. Spring clips will hold the valve open. After draining, use a screwdriver or suitable tool to snap the valve into the extended (closed) position and remove the drain hose.

CARBURETOR AIR TEMPERATURE GAGE

A carburetor air temperature gage may be installed in the airplane to help detect carburetor icing conditions. The gage is marked with a yellow arc between -15° and +5°C. The yellow arc indicates the carburetor temperature range where carburetor icing can occur; a placard on the gage reads KEEP NEEDLE OUT OF YELLOW ARC DURING POSSIBLE ICING CONDITIONS.

Visible moisture or high humidity can cause carburetor ice formation, especially in idle or low power conditions. Under cruising conditions, the formation of ice is usually slow, providing time to detect the loss of manifold pressure caused by the ice. Carburetor icing during take-off is rare since the full-open throttle condition is less susceptible to ice obstruction.

If the carburetor air temperature gage needle moves into the yellow arc during potential carburetor icing conditions, or there is an unexplained drop in manifold pressure, apply full carburetor heat. Upon regaining the original manifold pressure (with heat off), determine by trial and error the minimum amount of carburetor heat required for ice-free operation.

NOTE

Carburetor heat should not be applied during take-off unless absolutely necessary to obtain smooth engine acceleration (usually in sub-zero temperatures).

SERVICING REQUIREMENTS

FUEL:

AVIATION GRADE -- 91/96 Minimum Grade or 100/130 Grade
(100/130 low lead aviation fuel with a lead content limited to 2 c.c. per gallon is also approved.)

CAPACITY EACH BAY -- STANDARD - 25.0 Gal. (24.5 Gal. Usable)
LONG RANGE - 30.5 Gal. (30.0 Gal. Usable)

REDUCED CAPACITY, STANDARD AND LONG RANGE (INDICATED BY SMALL HOLES INSIDE FILLER NECK) -- 22.0 Gal (21.5 Gal. Usable)
(To ensure desired fuel capacity when refueling, place the fuel selector valve in either LEFT or RIGHT position to prevent cross-feeding.)

ENGINE OIL:

AVIATION GRADE -- SAE 50 Above 60°F
SAE 10W30 or SAE 30 Between 0° and 70°F
SAE 10W30 or SAE 20 Below 10°F
(Multi-viscosity oil with a range of SAE 10W30 is recommended for improved starting and lubrication during warm-up in cold weather. Detergent or dispersant oil, conforming to specification No. MIL-L-22851, MUST BE USED.)

CAPACITY OF ENGINE SUMP -- 8 Quarts
(Do not operate on less than 6 quarts. To minimize loss of oil through breather, fill to 7 quart level for normal flights of less than 3 hours. For extended flight, fill to 8 quarts. Quantities shown above are oil dipstick level readings only.

HYDRAULIC FLUID:

MIL-H-5606 Hydraulic Fluid

TIRE PRESSURES:

NOSE WHEEL - - - - - 35 PSI on 5.00-5, 4 Ply Rated Tire
35 PSI on 6.00-6, 4 Ply Rated Tire (Opt)

MAIN WHEELS - - - - 30 PSI on 6.00-6, 6 Ply Rated Tires

NOSE GEAR SHOCK STRUT:

Keep filled with hydraulic fluid and inflated with air to 40 PSI.