

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.

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 and II are indicated airspeeds. Corresponding calibrated airspeeds may be obtained from the Airspeed Correction Table in Section V.

BEFORE ENTERING THE AIRPLANE.

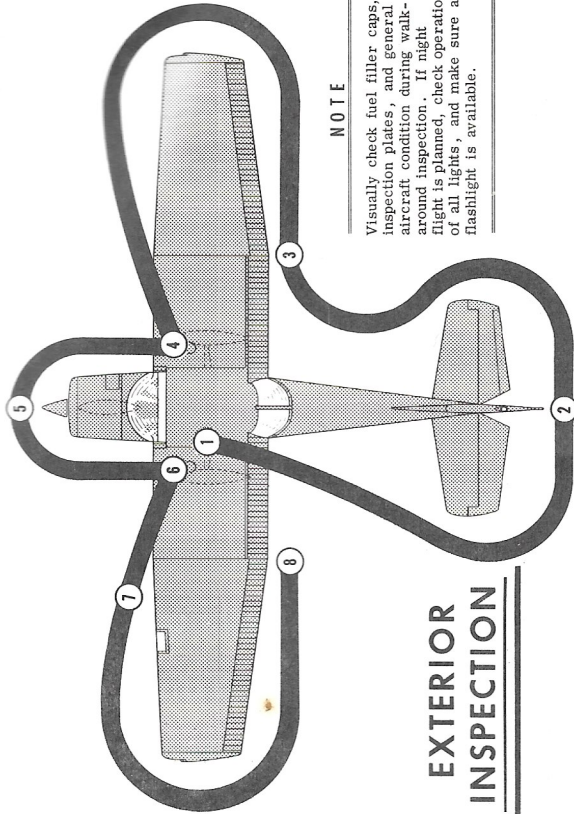
- (1) Make an exterior inspection in accordance with figure 1-1.

BEFORE STARTING THE ENGINE.

- (1) Seats and Seat Belts -- Adjust and lock.
- (2) Brakes -- Test and set.
- (3) Master Switch -- "ON."
- (4) Fuel Valve Handle -- "ON."

STARTING THE ENGINE.

- (1) Carburetor Heat -- Cold.



EXTERIOR INSPECTION

NOTE

Visually check fuel filler caps, inspection plates, and general aircraft condition during walk-around inspection. If night flight is planned, check operation of all lights, and make sure a flashlight is available.

- 1 (a) Turn on master switch and check fuel quantity indicators, then turn master switch off.
 (b) Check ignition switch "OFF."
 (c) Check fuel valve handle "ON."
 (d) Remove control wheel lock.
- 2 (a) Remove rudder gust lock, if installed.
 (b) Disconnect tail tie-down.
- 3 (a) Remove gust lock, if installed.
- 4 (a) Check main wheel tire for proper inflation.
 (b) Inspect airspeed static source hole on side of fuselage for stoppage (left side only).
 (c) Disconnect wing tie-down.
- 5 (a) Check oil level. Do not operate with less than 4 quarts. Fill for extended flights.
 (b) Check propeller and spinner for nicks and security.
- 6 Same as 4
- 7 (a) Remove pitot tube cover, if installed, and check pitot tube opening for stoppage.
 (b) Check fuel tank vent opening for stoppage.
 (c) Check stall warning vent opening for stoppage.
- 8 Same as 3

- (c) Check carburetor air filter for restrictions by dust or other foreign matter.
- (d) 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 wing tank sumps contain water. Thus, the wing tank sump drain plugs and fuel line drain plug should be removed to check for presence of water.
- (e) Check nosewheel strut and tire for proper inflation.
- (f) Disconnect nose tie-down.

Figure 1-1.

- (2) Mixture -- Rich.
- (3) Primer -- As required.
- (4) Ignition Switch -- "BOTH."
- (5) Throttle -- Open 1/4".
- (6) Propeller Area -- Clear.
- (7) Starter Handle -- Pull.

BEFORE TAKE-OFF.

- (1) Throttle Setting -- 1700 RPM.
- (2) Engine Instruments -- Within green arc.
- (3) Magnetos -- Check (75 RPM maximum differential between magnetos).
- (4) Carburetor Heat -- Check operation.
- (5) Suction Gage -- Check (4.6 to 5.4 inches of mercury).
- (6) Flight Controls -- Check.
- (7) Trim Tab -- "TAKE-OFF" setting.
- (8) Cabin Doors -- Latched.
- (9) Flight Instruments and Radios -- Set.
- (10) Optional Wing Leveler -- "OFF."

TAKE-OFF.

NORMAL TAKE-OFF.

- (1) Wing Flaps -- Up.
- (2) Carburetor Heat -- Cold.
- (3) Throttle -- Full "OPEN."
- (4) Elevator Control -- Lift nose wheel at 50 MPH.
- (5) Climb Speed -- 73 MPH until all obstacles are cleared, then set up climb speed as shown in "NORMAL CLIMB" paragraph.

MAXIMUM PERFORMANCE TAKE-OFF.

- (1) Wing Flaps -- Up.
- (2) Carburetor Heat -- Cold.
- (3) Brakes -- Hold.
- (4) Throttle -- Full "OPEN."
- (5) Brakes -- Release.
- (6) Elevator Control -- Slightly tail low.
- (7) Climb Speed -- 57 MPH (with obstacles ahead).

CLIMB.

NORMAL CLIMB.

- (1) Air Speed -- 75 to 80 MPH.

- (2) Power -- Full throttle.
- (3) Mixture -- Rich (unless engine is rough).

MAXIMUM PERFORMANCE CLIMB.

- (1) Air Speed -- 73 MPH.
- (2) Power -- Full throttle.
- (3) Mixture -- Rich (unless engine is rough).

CRUISING.

- (1) Power -- 2000 to 2750 RPM.
- (2) Elevator Trim -- Adjust.
- (3) Mixture -- Lean to maximum RPM.

BEFORE LANDING.

- (1) Mixture -- Rich.
- (2) Carburetor Heat -- Apply full heat before closing throttle.
- (3) Airspeed -- 65 to 75 MPH.
- (4) Wing Flaps -- As desired below 100 MPH.
- (5) Airspeed -- 60 to 70 MPH (flaps extended).

NORMAL LANDING.

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

AFTER LANDING.

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

SECURE AIRCRAFT.

- (1) Mixture -- Idle cut-off.
- (2) All Switches -- Off.
- (3) Parking Brake -- Set.
- (4) Control Lock -- Installed.