

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/1000 from the Weight and Balance Data sheet, plus any changes noted on forms FAA-337 carried in your airplane, and write them down in the proper columns. Using the Loading Graph, determine the moment/1000 of each item to be carried. Total the weights and moments/1000 and use the Center of Gravity Moment Envelope to determine whether the point falls within the envelope, and if the loading is acceptable.

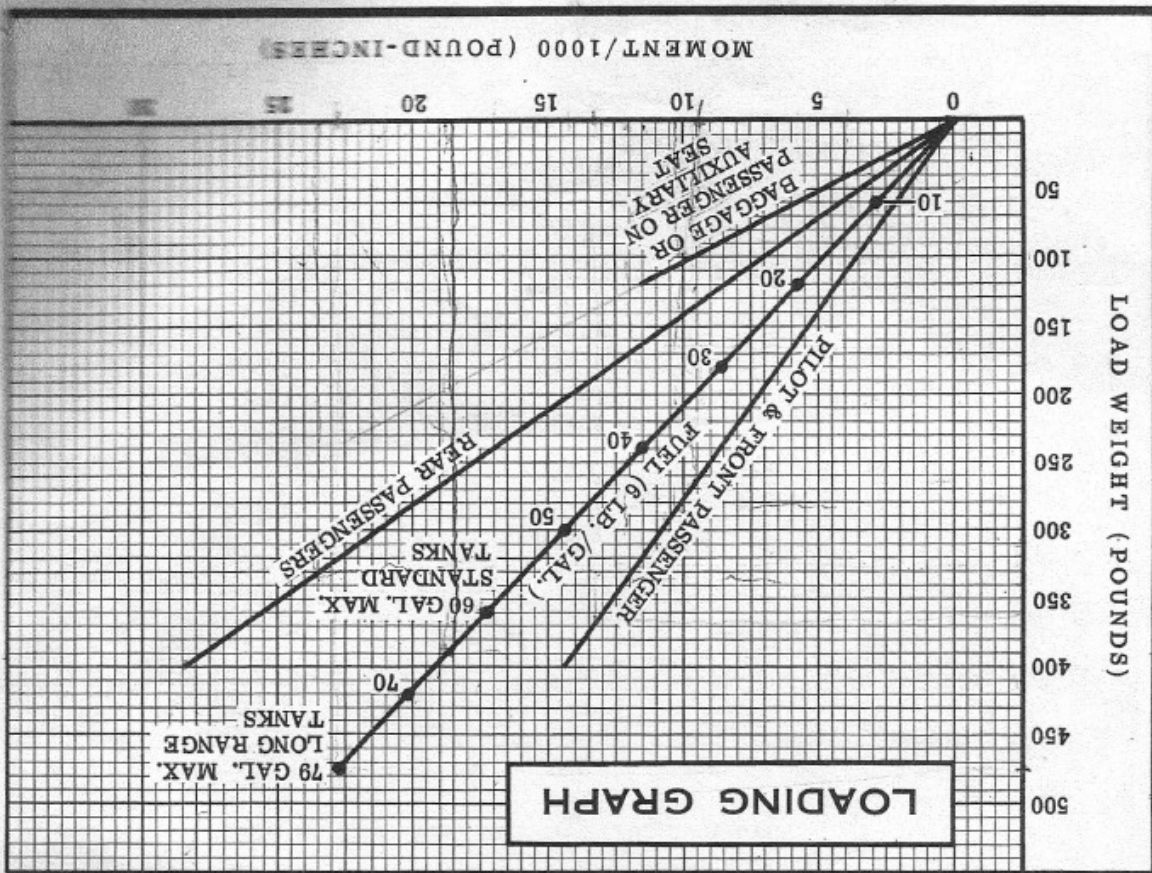
50 - empty weight of sample airplane

SAMPLE LOADING PROBLEM

	Sample Airplane		Your Airplane	
	Weight (lbs)	Moment (lb - ins. /1000)	Weight	Moment
1. Licensed Empty Weight (Sample Airplane) ...	1660	57.9	1763	62.2
2. Oil - 12 Qts. *	22	-0.3	22	-0.3
3. Pilot & Front Passenger	340	12.2	365	13.5
4. Fuel. (60.0 Gal at 6#/Gal)	360	17.3	475	8.3
5. Rear Passengers	340	24.1	278	10.0
6. Baggage (or Passenger on Auxiliary Seat) ...	78	7.6		
7. Total Aircraft Weight (Loaded)	2800	118.8		

8. Locate this point (2800 at 118.8) on the center of gravity envelope, and since this point falls within the envelope the loading is acceptable.

*Note: Normally full oil may be assumed for all flights.



MOMENT/1000 (POUND-INCHES)

LOAD WEIGHT (POUNDS)

Section +182+ IV

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 preventative 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 during ground handling by a tow-bar attached to the nosewheel.

NOTE

When using the tow-bar, do not exceed the nosewheel turning angle of 29° either side of center.



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, tail, and nose tie-down fittings and secure each rope to a ramp tie-down.
- (4) Install a pitot tube cover.

