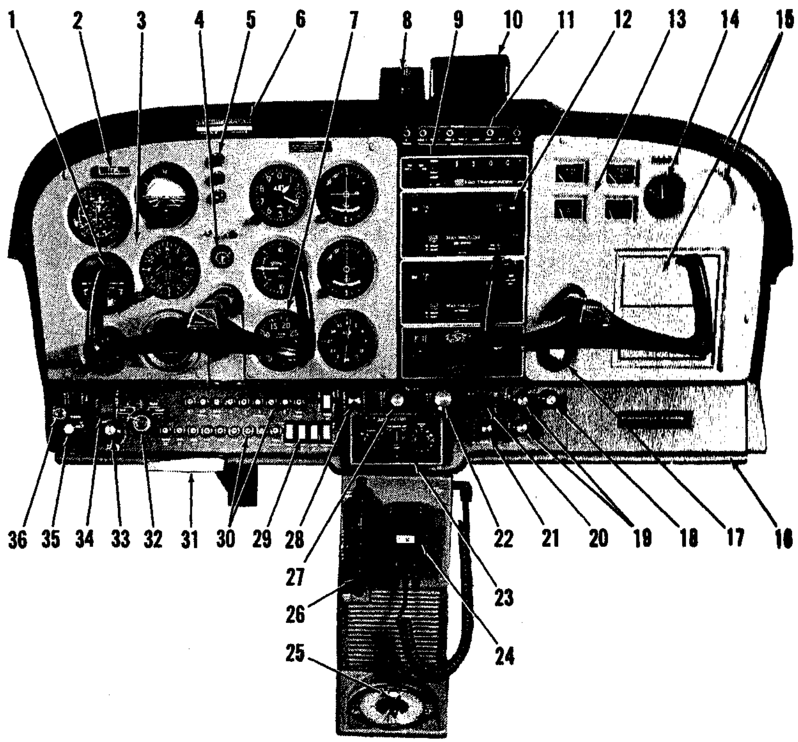
INSTRUMENT PANEL



1. Boom Microphone Keying Switch (Opt.)
2. Aircraft Registration Number
3. Flight Instrument Group
4. Suction Gage (Opt.)
5. Marker Beacon Indicator Lights and Switches (Opt.)
6. Compass Correction Card
7. Tachometer
8. Magnetic Compass
9. Transponder (Opt.)
10. Rear View Mirror (Opt.)
11. Radio Selector Switches (Opt.)
12. Radios (Opt.)
13. Fuel and Oil Gages
14. Ammeter
15. Optional Instrument and Radio Space
16. Map Compartment
17. Wing Flap Position Indicator
18. Cigar Lighter
19. Cabin Air and Heat Controls
20. Wing Flap Switch
21. Static Pressure Alternate Source Valve (Opt.)
22. Mixture Control Knob
23. Autopilot Control Unit (Opt.)
24. Microphone (Opt.)
25. Fuel Selector Valve Handle
26. Elevator Trim Control Wheel
27. Throttle
28. Carburetor Heat Control
29. Electrical Switches
30. Circuit Breakers
31. Parking Brake Handle
32. Ignition/Starter Switch
33. Instrument and Radio Dial Light Rheostats
34. Master Switch
35. Primer
36. Phone Jack

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 tanks, one in each wing. With the fuel selector valve on "BOTH," the total usable fuel for all flight conditions is 38 gallons for the standard tanks and 48 gallons for the optional long range tanks.

Fuel from each wing tank flows by gravity to a selector valve. Depending upon the setting of the selector valve, fuel from the left, right, or both tanks flows through a fuel strainer and carburetor to the engine induction system.

The fuel selector valve should be in the "BOTH" position for take-off, climb, landing, and maneuvers that involve prolonged slips or skids. Operation from either "LEFT" or "RIGHT" tank is reserved for cruising flight.

NOTE

With low fuel (1/8th tank or less), a prolonged steep descent (1500 feet or more) with partial power, full flaps, and 80 MPH or greater should be avoided due to the possibility of the fuel tank outlets being uncovered, causing temporary fuel starvation. If starvation occurs, leveling the nose should restore power within 20 seconds.

NOTE

When the fuel selector valve handle is in the "BOTH" position in cruising flight, unequal fuel flow from each

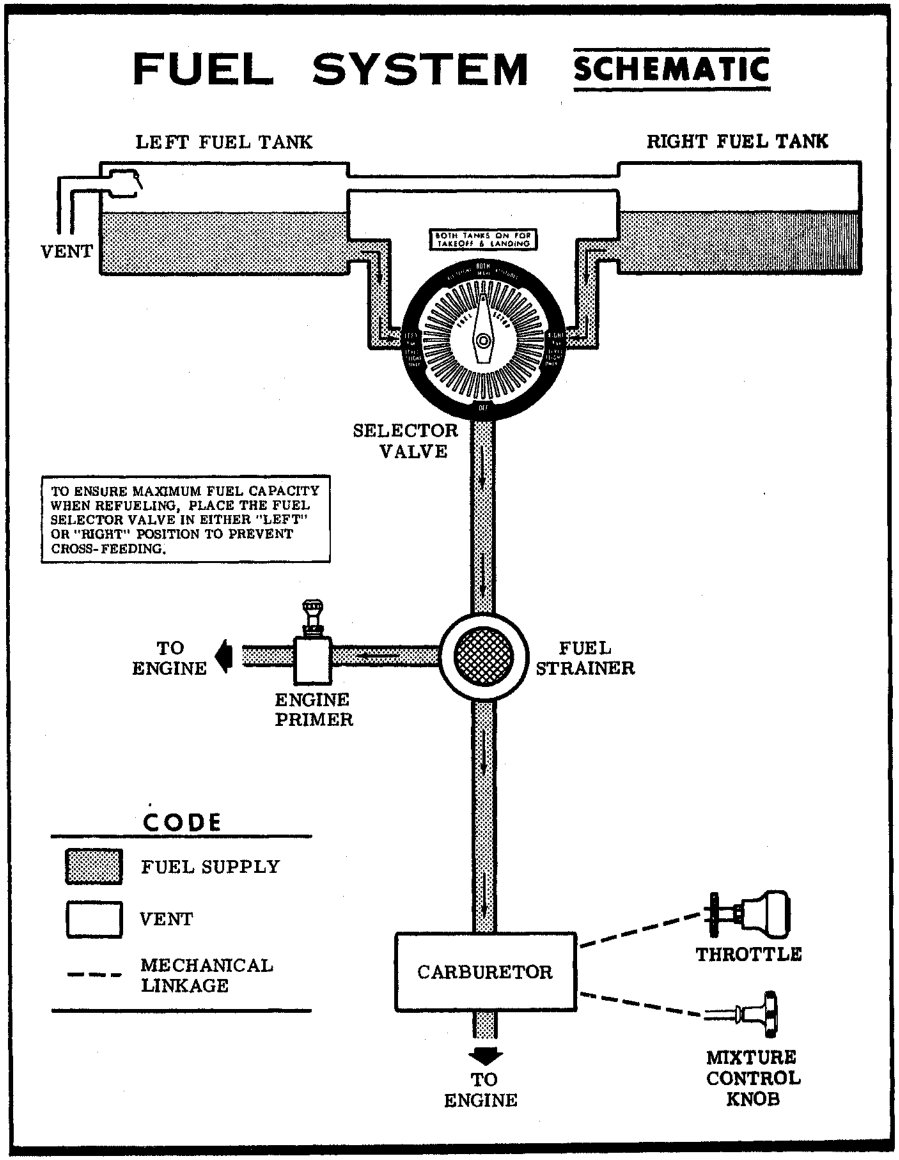


Figure 2-2.

tank 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 tank in the "heavy" wing.

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). A 12- volt battery is located on the left-hand forward portion of the firewall. Power is supplied to all electrical circuits through a split bus bar, one side containing electronic systems and the other side having general electrical systems. Both sides of the bus are on at all times except when either an external power source is connected or the ignition/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 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, and all non-essential electrical equipment should be turned off for the remainder of the flight.

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,"

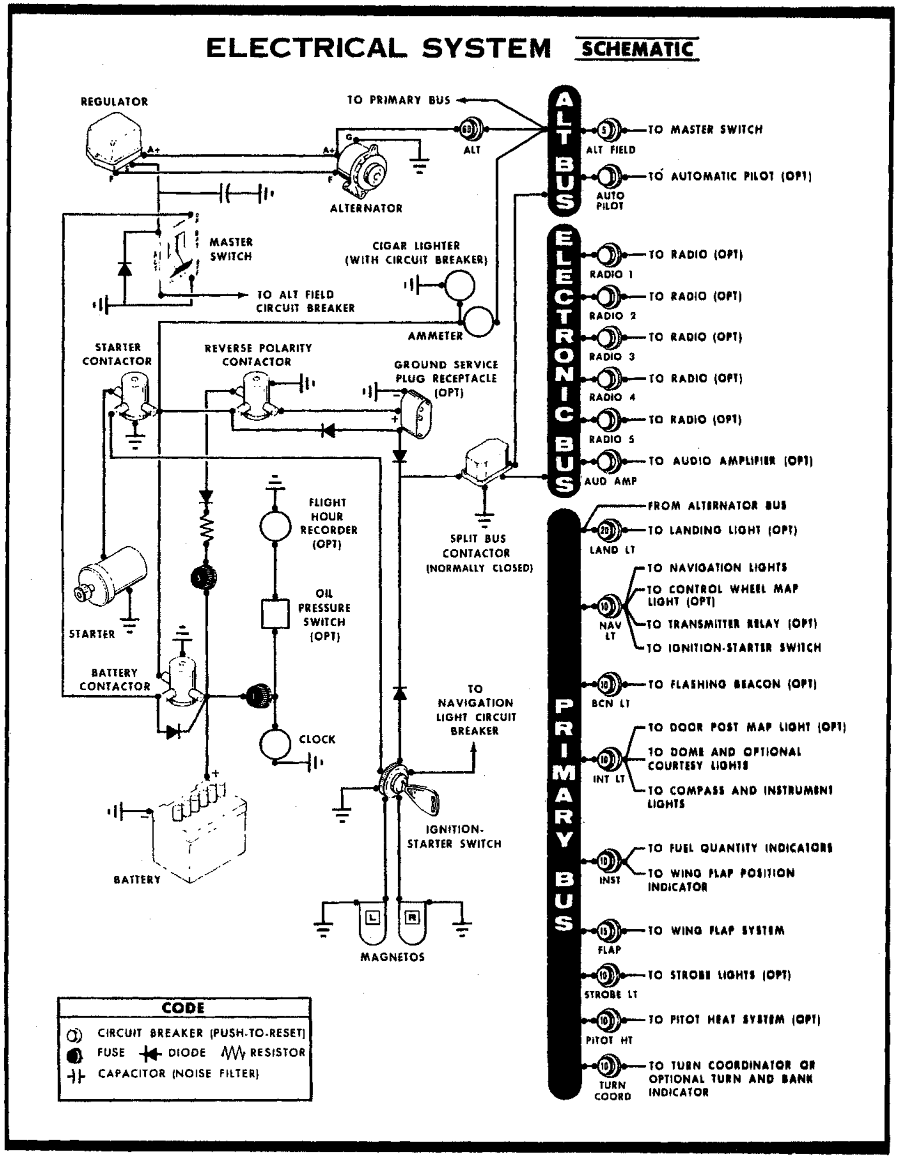


Figure 2-3.

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.

CIRCUIT BREAKERS AND FUSES.

The majority of electrical circuits in the airplane are protected by "push-to-reset" circuit breakers mounted on the instrument panel. Exceptions to this are the optional clock, flight hour recorder, and battery contactor closing (external power) circuits which have fuses mounted adjacent to 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 instrument panel. The alternator field and wiring is protected by an automatically resetting circuit breaker.

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 LTS." If a malfunction in the navigation lights system causes the circuit breaker to open, de-activating the lights and transmitter relay, turn off the navigation light switch and reset the circuit breaker. This will re-activate the transmitter relay and permit its usage. Do not turn the switch on again until the malfunction is corrected.

LIGHTING EQUIPMENT.

EXTERIOR LIGHTING.

Conventional navigation lights are located on the wing tips and top of the rudder. Optional lighting includes a single landing light in the cowl nose cap, a flashing beacon on the top of the vertical fin, 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 controlled by the dome light switch located on the overhead console. All other exterior lights are controlled by rocker type switches located 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 red flood lighting in the forward portion of the overhead console. The magnetic compass and radio equipment have integral lighting. A dual rheostat control on the left switch and control panel operates these lights. The inner knob, labeled "PANEL," operates the instrument panel and compass lighting. The outer knob, labeled "RADIO" controls all radio lighting.

A cabin dome light is located in the overhead console, and is operated by a switch adjacent to the light. To turn the light on, move the switch to the right. This will also operate the optional courtesy lights.

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 LT" Switch, then adjust the map light's intensity with the knurled disk type rheostat control located at the bottom of the control wheel.

A door post map light is also offered as optional equipment, and is located at the top of the left forward door post. The light contains both red and white bulbs, and may be positioned to illuminate any area desired by the pilot. A switch on the left forward door post is labeled "RED", "OFF", and "WHITE". Placing the switch in the top position will provide a red light. In the bottom position, standard white lighting is provided. The center position is "OFF".

CABIN HEATING, VENTILATING AND DEFROSTING SYSTEM.

For cabin ventilation, pull the "CABIN AIR" knob out. To raise the air temperature, pull the "CABIN HT" knob out approximately 1/4" to

1/2" for a small amount of cabin heat. Additional heat is available by pulling the knob out farther; maximum heat is available with the "CABIN HT" knob pulled full out and the "CABIN AIR" knob pushed full in. When no heat is desired in the cabin, the "CABIN HT" knob is pushed full in.

Front cabin heat and ventilating air is supplied by outlet holes spaced across a cabin manifold just forward of 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 also supplied by a duct leading from the cabin manifold.

Separate adjustable ventilators supply additional air; one near each upper corner of the windshield supplies air for the pilot and copilot, and two optional ventilators in the rear cabin ceiling supply air to the rear seat passengers.

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 on the front 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 just below 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. Place the metal stud at the end of the harness in the retaining slot on the seat belt buckle. Tighten the harness by pulling down on the adjustment strap. Leave just enough slack to allow all controls to be reached.

Releasing and removing the shoulder harness is accomplished by pulling upward on the narrow release strap, then 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, then pulling the harness over the head by pulling up on the release strap.

STARTING ENGINE.

During engine starting, open the throttle approximately 1/8 inch. In warm temperatures, one or two strokes of the primer should be sufficient. In cold weather, up to six strokes of the primer may be necessary. If the engine is warm, no priming will be required. In extremely cold temperatures, it may be necessary to continue priming while cranking the engine.

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 engine and investigate. Lack of oil pressure can cause serious engine damage. After starting, avoid the use of carburetor heat unless icing conditions prevail.

NOTE

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

TAXIING.

When taxiing, it is important that speed and use of brakes be held to

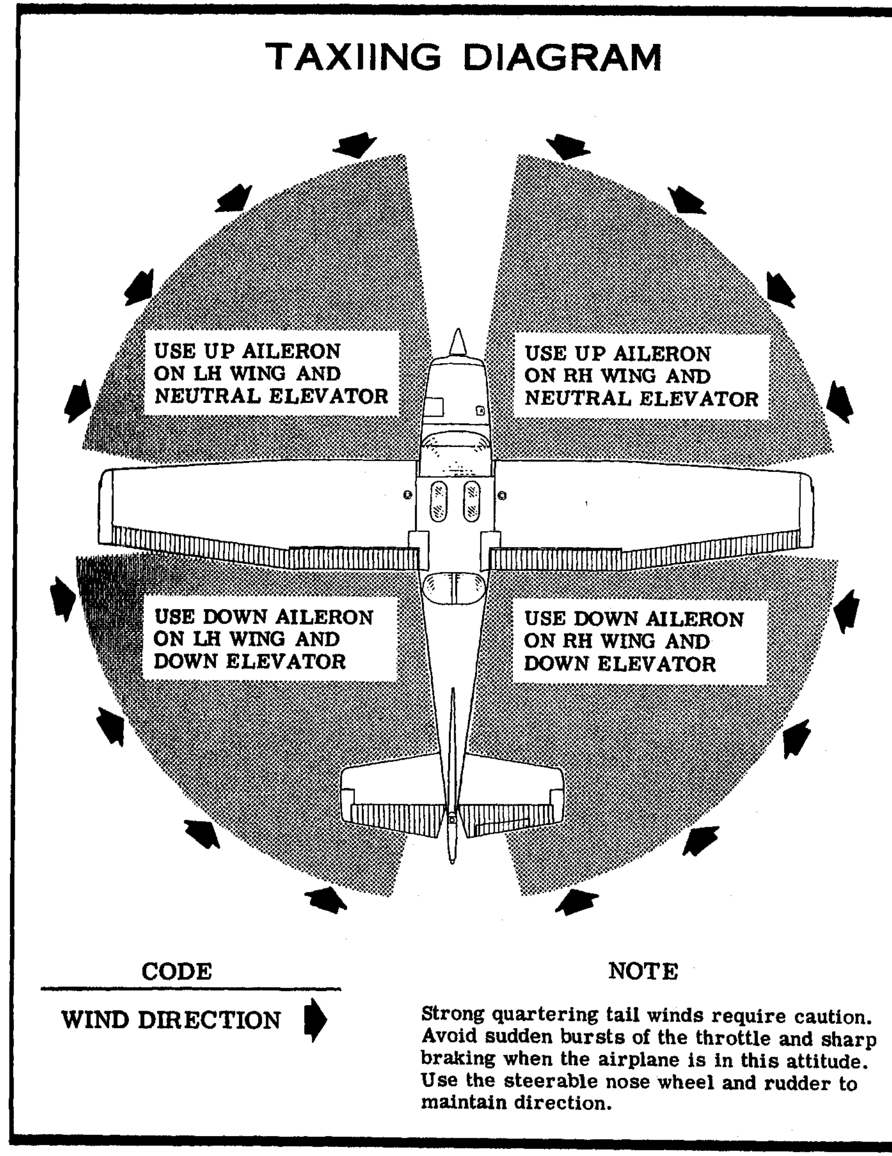


Figure 2-4.

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. 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.

If the engine accelerates smoothly, the airplane is ready for take-off. 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 may cause fouled spark plugs.

MAGNETO CHECK.

The magneto check should be made at 1700 RPM as follows: Move 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 the "L" position, note RPM and return the switch to the "BOTH" position. RPM drop should not exceed 125 RPM on either magneto or show greater than 50 RPM differential between magnetos. If there is a doubt concerning operation of the ignition system, RPM checks 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.

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 momentarily (3 to 5 seconds) with the optional landing light (if so equipped), or by operating the wing flaps during the engine runup (1700 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. If this occurs, you are justified in making a thorough full-throttle, static runup before another take-off is attempted. The engine should run smoothly and turn approximately 2260 to 2360 RPM with carburetor heat off.

NOTE

> Carburetor heat should not be used during take-off unless it is absolutely necessary for obtaining smooth engine acceleration.

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 immediately corrected as described in Section V under propeller care.

Prior to take-off from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full-throttle, static runup.

WING FLAP SETTINGS.

Normal and obstacle clearance take-offs are performed with wing flaps up. The use of 10° flaps will shorten the ground run approximately 10%, but this advantage is lost in the climb to a 50-foot obstacle. Therefore, the use of 10° flaps is reserved for minimum ground runs or for take-off from soft or rough fields. If 10° of flaps are used for minimum ground runs, it is preferable to leave them extended rather than retract them in the climb to the obstacle. In this case, use an obstacle clearance speed of 65 MPH. As soon as the obstacle is cleared, the flaps may be retracted as the airplane accelerates to the normal flaps-up climb speed of 80 to 90 MPH.

During a high altitude take-off in hot weather where climb would be marginal with 10° flaps, it is recommended that the flaps not be used for take-off. Flap settings of 30° to 40° are not recommended at any time for take-off.

PERFORMANCE CHARTS.

Consult the Take-Off Data chart in Section VI for take-off distances 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.

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 80 to 90 MPH with flaps up and full throttle for best engine cooling. 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 82 MPH at sea level to 79 MPH at 10,000 feet. If an obstruction dictates the use of a steep climb angle, climb at 68 MPH with flaps retracted.

NOTE

Steep climbs at low speeds should be of short duration to improve engine cooling.

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.

Cruising can be done more efficiently at high altitudes because of lower air density and therefore higher true airspeeds for the same power. This is illustrated in the table below, which shows performance at 75% power at various altitudes. All figures are based on lean mixture, 38 gallons of fuel (no reserve), zero wind, standard atmospheric conditions, and 2300 pounds gross weight.

To achieve the lean mixture fuel consumption figures shown in Section VI, the mixture should be leaned as follows: pull mixture control out until engine RPM peaks and begins to fall off, then enrichen slightly back to peak RPM.

Carburetor ice, as evidenced by an unexplained drop in RPM, can be removed by application of full carburetor heat. Upon regaining the origi-

MAXIMUM CRUISE SPEED PERFORMANCE
75% POWER

ALTITUDE	RPM	TRUE AIRSPEED	RANGE
SEA LEVEL	2490	123	575
5000 ft.	2600	128	600
9000 ft.	FULL THROTTLE	132	620

nal RPM (with heat off), use the minimum amount of heat (by trial and error) to prevent ice from forming. Since the heated air causes a richer mixture, readjust the mixture setting when carburetor heat is to be used continuously in cruise flight.

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

In extremely heavy rain, the use of partial carburetor heat (control approximately 2/3 out), and part throttle (closed at least one inch), may be necessary to retain adequate power. Power changes should be made cautiously followed by prompt adjustment of the mixture for smoothest operation.

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.

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.

LANDINGS.

Normal landings are made power-off with any flap setting desired. Slips should be avoided with flap settings greater than 30° due to a downward pitch encountered under certain combinations of airspeed, side slip angle, and center of gravity loadings.

NOTE

Carburetor heat should be applied prior to any significant reduction or closing of the throttle.

NORMAL LANDING.

Landings should be made on the main wheels first to reduce the landing speed and subsequent need for braking in the landing roll. The nose wheel is lowered to the runway gently after the speed has diminished to avoid unnecessary nose gear loads. This procedure is especially important in rough or soft field landings.

SHORT FIELD LANDING.

For short field landings, make a power-off approach at approximately 69 MPH indicated airspeed with 40° of flaps. Touchdown should be made on the main wheels first. Immediately after touchdown, lower the nose gear to the ground and apply heavy braking as required. For maximum brake effectiveness after all three wheels are on the ground, retract the flaps, hold full nose up elevator and apply maximum possible brake pressure without sliding the tires.

CROSSWIND LANDING.

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 MPH can be handled with safety.

BALKED LANDING (GO-AROUND).

In a balked landing (go-around) climb, reduce the wing flap setting to 20° immediately after full power is applied. If obstacles must be cleared during the go-around climb, leave the wing flaps in the 10° to 20° range until the obstacles are cleared. After clearing any obstacles the flaps may be retracted as the airplane accelerates to the normal flaps-up climb speed of 80 to 90 MPH.

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 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 under Ground Service Plug Receptacle for operating details.

Cold weather starting procedures are as follows:

With Preheat:

(1) With ignition switch "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 primer for best atomization of fuel. After priming, push primer all the way in and turn to locked position to avoid possibility of engine drawing fuel through the primer.

(2) Propeller Area -- Clear.
(3) Master Switch -- "ON."
(4) Mixture -- Full rich.
(5) Throttle -- Open 1/8".
(6) Ignition Switch -- "START."
(7) Release ignition switch 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 throttle closed. Leave primer charged and ready for stroke.
(2) Propeller Area -- Clear.
(3) Master Switch -- "ON."
(4) Mixture -- Full rich.
(5) Ignition Switch -- "START."
(6) Pump throttle rapidly to full open twice. Return to 1/8" open position.
(7) Release ignition switch to "BOTH" when engine starts.
(8) Continue to prime engine until it is running smoothly, or alternately pump throttle rapidly over first 1/4 to total travel.
(9) Oil Pressure -- Check.
(10) Pull carburetor heat knob full on after engine has started. Leave on until engine is running smoothly.
(11) 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 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 occasional engine roughness due to 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.

Refer to the general warm temperature starting information under Starting Engine in this section. Avoid prolonged engine operation on the ground.