

Your 1959

Cessna

175



OWNER'S MANUAL

- (3) Set fuel tank selector to "both tanks". (Take-off on less than $\frac{1}{4}$ tank is not recommended.)
- (4) For an initial start in normal air temperatures, use two strokes of the primer. Usually, a hot engine requires no priming.
- (5) Clear propeller.
- (6) Turn master switch "on".
- (7) Turn ignition switch to "both".
- (8) Open throttle $\frac{1}{8}$ " (to idle position).
- (9) Start engine by pulling starter handle.

WARM-UP AND GROUND TEST.

- (1) Do not allow the engine to operate at more than 1000 r.p.m. for the first 60 seconds after starting. After starting, if the oil pressure gage does not begin to show pressure within 30 seconds in the summer-time and about twice that long in very cold weather, stop the engine and investigate. Lack of oil pressure may cause serious engine damage.
- (2) Avoid the use of carburetor heat unless icing conditions prevail.
- (3) After one to two minutes running at 1000 rpm, continue warm-up while taxiing to the active runway. Do not overheat the engine by running it at high speed while on the ground. When the engine accelerates smoothly and the oil pressure remains steady, you are ready for take-off.

NOTE

To avoid propeller tip abrasion, do not run up the engine on loose cinders or gravel.

BEFORE TAKE-OFF.

- (1) Apply toe brakes.
- (2) Set altimeter.
- (3) Set elevator trim tab to "take-off" position.
- (4) Check oil pressure — should show 30 to 60 lbs./sq. in. (Minimum idling oil pressure — 5 lb./sq. in.).
- (5) Check engine magnetos at 2000 rpm by momentarily switching off each magneto separately. The maximum allowable rpm drop on either magneto is 125 rpm. Switch to both magnetos before continuing.
- (6) Check carburetor heat.
- (7) Make a full-throttle run-up only if the condition of the engine is in doubt. The engine should accelerate without hesitation and run smoothly at full throttle. Always run up with carburetor heat off and headed into the wind. The engine should idle between 500 and 600 RPM. Except for a brief check, do not idle under 800 RPM. Full-

OPERATING CHECK LIST

throttle static RPM should be 2640 to 2740 with a 1A175 propeller or 2545 to 2645 with a 1B175 propeller.

- (8) Check autopilot disengaged.

TAKE-OFF.

NORMAL TAKE-OFF.

- (1) Flaps 0° (retracted).
- (2) Set carburetor heat to "cold" (full in).
- (3) Advance throttle slowly to full throttle.
- (4) Avoid dragging brakes by keeping heels on floor.
- (5) Apply slight back pressure on the elevator control to raise nosewheel when take-off speed is reached.

CAUTION

Do not raise the nose of the airplane excessively high as this will only lengthen the take-off run.

- (6) Climb at 84 MPH.

MINIMUM GROUND RUN TAKE-OFF.

- (1) Wing flaps 20° (second notch).
- (2) Apply full throttle while holding brakes.
- (3) Release brakes.
- (4) Take-off slightly tail low.

OBSTACLE CLEARANCE TAKE-OFF.

- (1) Wing flaps 20° (second notch).
- (2) Apply full throttle while holding brakes.
- (3) Release brakes.
- (4) Take-off slightly tail low.
- (5) Level off momentarily to accelerate to best angle of climb speed (60 MPH).

SOFT OR ROUGH FIELD TAKE-OFF WITH NO OBSTACLE AHEAD.

- (1) Wing flaps 20° (second notch).
- (2) Apply full throttle and raise nosewheel clear of ground with elevator control back pressure.
- (3) Take-off in a tail low attitude.
- (4) Level off momentarily to accelerate to a safe airspeed.
- (5) Retract flaps slowly as soon as a reasonable altitude is obtained. (See "Take-Off" paragraph on page 3-4).