

- (2) On control lock:

Control lock - remove before starting engine.

- (3) On fuel selector plate, at appropriate locations (standard tanks):

Off.
Left On -- 29.5 gal.
Right On -- 29.5 gal.
Takeoff and land on fuller tank.

- On fuel selector plate, at appropriate locations (long range tanks):

Off.
Left On -- 38.0 gal.
Right On -- 38.0 gal.
Takeoff and land on fuller tank.

- (4) Above fuel selector plate:

When switching from dry tank turn aux fuel pump "ON" momentarily.

- (5) Forward of fuel tank filler cap (standard tanks):

Service this airplane with 100/130 min. aviation grade gasoline - capacity 30.5 gal.

- Forward of fuel tank filler cap (long range tanks):

Service this airplane with 100/130 min. aviation grade gasoline - capacity 40.0 gal.

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

- (1) Airspeed -- 80 KIAS.
- (2) Mixture -- IDLE CUT-OFF.
- (3) Fuel Selector Valve -- OFF.
- (4) Ignition Switch -- OFF.
- (5) Wing Flaps -- AS REQUIRED (40° recommended).
- (6) Master Switch -- OFF.

ENGINE FAILURE DURING FLIGHT

- (1) Airspeed -- 75 KIAS.
- (2) Fuel Selector Valve and Quantity -- CHECK.
- (3) Mixture -- RICH.
- (4) Auxiliary Fuel Pump -- ON for 3-5 seconds with throttle 1/2 open; then OFF.
- (5) Ignition Switch -- BOTH (or START if propeller is stopped).
- (6) Throttle -- ADVANCE slowly.

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

- (1) Airspeed -- 80 KIAS (flaps UP).
70 KIAS (flaps DOWN).
- (2) Mixture -- IDLE CUT-OFF.
- (3) Fuel Selector Valve -- OFF.
- (4) Ignition Switch -- OFF.
- (5) Wing Flaps -- AS REQUIRED (40° recommended).
- (6) Master Switch -- OFF.
- (7) Doors -- UNLATCH PRIOR TO TOUCHDOWN.
- (8) Touchdown -- SLIGHTLY TAIL LOW.
- (9) Brakes -- APPLY HEAVILY.

PRECAUTIONARY LANDING WITH ENGINE POWER

- (1) Airspeed -- 80 KIAS.
- (2) Wing Flaps -- 20°.
- (3) Selected Field -- FLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.
- (4) Radio and Electrical Switches -- OFF.
- (5) Wing Flaps -- 40° (on final approach).
- (6) Airspeed -- 70 KIAS.
- (7) Master Switch -- OFF.

NOTE

Do not reduce power until wing flaps have been retracted.

ENROUTE CLIMB

NORMAL CLIMB

- (1) Airspeed -- 95-105 KIAS.
- (2) Power -- 25 INCHES Hg. and 2550 RPM.
- (3) Mixture -- LEAN to 18.0 gal./hr fuel flow.
- (4) Cowl Flaps -- OPEN as required.

MAXIMUM PERFORMANCE CLIMB

- (1) Airspeed -- 85 KIAS at sea level to 79 KIAS at 10,000 feet.
- (2) Power -- FULL THROTTLE and 2700 RPM.
- (3) Mixture -- LEAN for altitude per fuel flow placard.
- (4) Cowl Flaps -- OPEN.

CRUISE

- (1) Power -- 15-25 INCHES Hg, 2200-2550 RPM (no more than 75%).
- (2) Mixture -- LEAN for cruise fuel flow as determined from your Cessna Power Computer, or in accordance with the Cruise data in Section 5.
- (3) Elevator and Rudder Trim -- ADJUST.
- (4) Cowl Flaps -- AS REQUIRED.

DESCENT

- (1) Power -- AS DESIRED.
- (2) Mixture -- LEAN for smoothness in power descents. Use full rich mixture for idle power.
- (3) Cowl Flaps -- CLOSED.

BEFORE LANDING

- (1) Fuel Selector Valve -- FULLER TANK.
- (2) Mixture -- RICH (below 3000 ft.).
- (3) Propeller -- HIGH RPM.

If it is desired to completely exhaust a fuel tank quantity in flight, the auxiliary fuel pump will be needed to assist in restarting the engine when fuel exhaustion occurs. Therefore, it is recommended that proper operation of the auxiliary fuel pump be verified prior to running a fuel tank dry by turning the auxiliary fuel pump ON momentarily and checking for a slight rise in fuel flow indication.

To ensure a prompt engine restart in flight after running a fuel tank dry, immediately switch to the tank containing fuel at the first indication of fuel pressure fluctuation and/or power loss. Then place the right half of the auxiliary fuel pump switch in the ON position momentarily (3 to 5 seconds) with the throttle at least 1/2 open. Excessive use of the ON position at high altitude and full rich mixture can cause flooding of the engine as indicated by a short (1 to 2 seconds) period of power followed by a loss of power. This can later be detected by a fuel flow indication accompanied by a lack of power. If flooding does occur, turn off the auxiliary fuel pump switch, and normal propeller windmilling should start the engine in 1 to 2 seconds.

If the propeller should stop (possible at very low airspeeds) before the tank containing fuel is selected, place the auxiliary fuel pump switch in the ON position and advance the throttle promptly until the fuel flow indicator registers approximately 1/2 way into the green arc for 1 to 2 seconds duration. Then retard the throttle, turn off the auxiliary fuel pump, and use the starter to turn the engine over until a start is obtained.

The fuel system is equipped with drain valves to provide a means for the examination of fuel in the system for contamination and grade. The system should be examined before the first flight of every day and after each refueling, by using the sampler cup provided to drain fuel from the wing tank sumps, and by utilizing the fuel strainer drain under an access panel on the left side of the engine cowling. Quick-drain valves are also provided for the fuel reservoir tanks. The valves are located under plug buttons in the belly skin of the airplane, and are used to facilitate purging of the fuel system in the event water is discovered during the preflight fuel system inspection. The fuel tanks should be filled after each flight to prevent condensation.

BRAKE SYSTEM

The airplane has a single-disc, hydraulically-actuated brake on each main landing gear wheel. Each brake is connected, by a hydraulic line, to a master cylinder attached to each of the pilot's rudder pedals. The brakes are operated by applying pressure to the top of either the left