



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 airspeed 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) Radios and Rotating Beacon -- "OFF."
- (4) Fuel Selector -- "BOTH ON."

STARTING THE ENGINE.

- (1) Master Switch -- "ON".
- (2) Carburetor Heat -- Cold.
- (3) Mixture -- Rich.
- (4) Primer -- 2-5 strokes (depending on temperature).
- (5) Throttle -- Open 1/8".
- (6) Propeller Area -- Clear.
- (7) Ignition Switch -- "BOTH".
- (8) Starter -- Engage.

BEFORE TAKE-OFF.

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

TAKE-OFF.

NORMAL TAKE-OFF.

- (1) Wing Flaps -- 0°
- (2) Carburetor Heat -- Cold.
- (3) Power -- Full throttle (applied smoothly).
- (4) Elevator Control -- Lift nosewheel at 60 MPH.
- (5) Climb Speed -- 85 MPH.

MAXIMUM PERFORMANCE TAKE-OFF.

- (1) Wing Flaps -- 0°
- (2) Carburetor Heat -- Cold.

- (3) Brakes -- Apply.
- (4) Power -- Full throttle.
- (5) Brakes -- Release.
- (6) Elevator Control -- Slightly tail low.
- (7) Climb Speed -- 65 MPH (with obstacles ahead).

CLIMB.

NORMAL CLIMB.

- (1) Airspeed -- 80 to 90 MPH.
- (2) Power -- Full throttle.
- (3) Mixture -- Full rich (unless engine is rough).

MAXIMUM PERFORMANCE CLIMB.

- (1) Airspeed -- 80 MPH at sea level to 77 MPH at 10,000 feet.
- (2) Power -- Full throttle.
- (3) Mixture -- Full rich (unless engine is rough).

CRUISING.

- (1) Power -- 2200 to 2700 RPM.
- (2) Trim Tab -- Adjust.
- (3) Mixture -- Lean.

LET-DOWN.

- (1) Mixture -- Rich.
- (2) Power -- As desired.
- (3) Carburetor Heat -- As required to prevent carburetor icing.

BEFORE LANDING.

- (1) Mixture -- Rich
- (2) Fuel Selector -- "BOTH ON."

- (3) Carburetor Heat -- Apply full heat before closing throttle.
- (4) Airspeed -- 70 to 80 MPH (flaps up).
- (5) Wing Flaps -- As desired.
- (6) Airspeed -- 65 to 75 MPH (flaps down).

NORMAL LANDING.

- (1) Touchdown -- Main wheels first.
- (2) Landing Roll -- Lower nosewheel gently.
- (3) Braking -- Minimum required.

AFTER LANDING.

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

SECURE AIRCRAFT.

- (1) Mixture -- Full lean.
- (2) All Switches -- Off.
- (3) Brakes -- Set.
- (4) Control Lock -- Installed.