

NOTE

See power and fuel flow placard for maximum manifold pressure and fuel flow above 19,000 feet.

- (4) Cowl Flaps -- Full "OPEN."

CRUISING.

- (1) Power -- 15-27.5 inches of manifold pressure and 2200-2500 RPM. Select combination to give no more than 75% power.
- (2) Cowl Flaps -- Open as required.
- (3) Elevator and Rudder Trim -- Adjust.
- (4) Mixture -- Lean for cruise fuel flow as determined from your Cessna Power Computer or the OPERATIONAL DATA in Section V.

LET-DOWN.

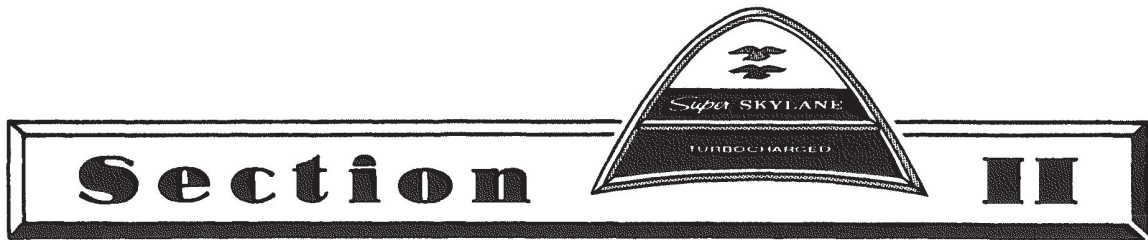
- (1) Power -- As desired.
- (2) Mixture -- Lean for smoothness in power descents. Use full rich mixture for idle power.
- (3) Cowl Flaps -- "CLOSED."

BEFORE LANDING.

- (1) Fuel Selector -- Fullest tank.
- (2) Mixture -- Rich.
- (3) Propeller -- High RPM.
- (4) Wing Flaps -- Down 0° -10° (below 160 MPH), 10° -40° (below 110 MPH).
- (5) Airspeed -- 85-95 MPH (flaps retracted), 75-85 MPH (flaps extended).
- (6) Elevator Trim -- Adjust for landing.

NORMAL LANDING.

- (1) Landing Technique -- Conventional for all flap settings.



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. Usable fuel in each tank, for all flight conditions, is 31.5 gallons for standard tanks and 40 gallons for long range tanks.

NOTE

Unusable fuel is at a minimum due to the design of the fuel system. However, with 1/4 tank or less, prolonged uncoordinated flight such as slips or skids can uncover the fuel tank outlets, causing fuel starvation and engine stoppage. Therefore, with low fuel reserves, do not allow the airplane to remain in uncoordinated flight for periods in excess of one minute.

Fuel from each wing tank flows through a fuel reservoir tank to the fuel selector valve. Depending upon the setting of the selector valve, fuel from the left or right tank flows through a fuel strainer and by-pass in the electric auxiliary fuel pump (when it is not operating) to the engine-driven fuel pump. From here fuel is distributed to the engine cylinders via a fuel control unit and manifold.

NOTE

Fuel cannot be used from both fuel tanks simultaneously.

Vapor and excess fuel from the engine-driven fuel pump and fuel control unit are returned by way of the selector valve to the reservoir tank of the wing tank system being used.

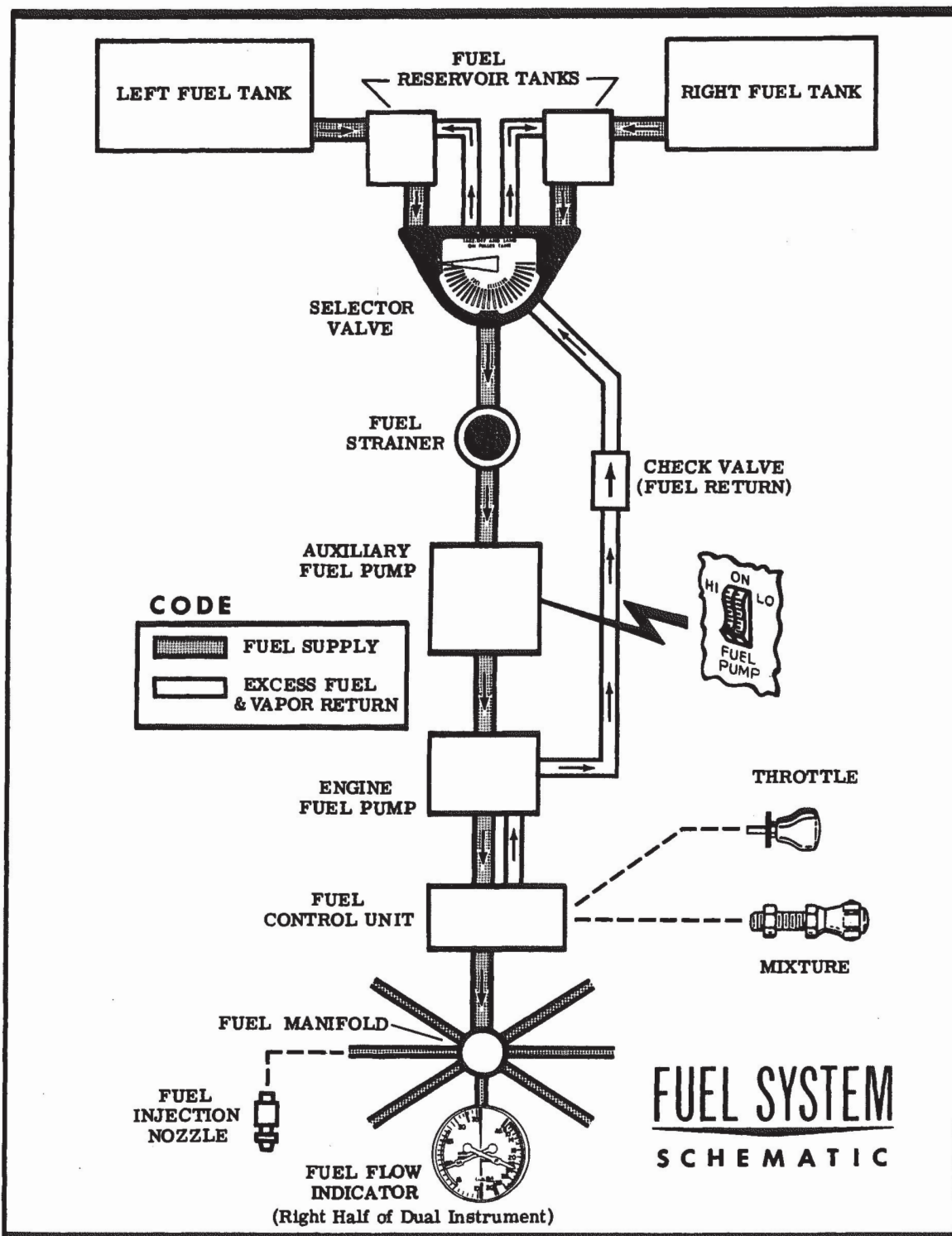


Figure 2-1.