

If your aircraft is to retain that new-plane performance and dependability, certain inspection and maintenance requirements must be followed. It is wise to follow a planned schedule of lubrication and preventive maintenance based on climatic and flying conditions encountered in your locality.

Keep in touch with your Cessna Dealer, and take advantage of his knowledge and experience. He knows your aircraft and how to maintain it. He will remind you when lubrications and oil changes are necessary, and about other seasonal and periodic services.

## **MAA IDENTIFICATION PLATE**

All correspondence concerning your Cessna should include the aircraft model and serial number. This information may be obtained from the FAR required MAA (Manufactures Aircraft Association) plate located on the main cabin door forward post. Refer to the aircraft Service Manual for an illustrated breakdown of the MAA plate.

## **GROUND HANDLING**

The aircraft should be moved on the ground with the aid of the nosewheel towing bar provided with each aircraft. The tow bar is designed to attach to the nose gear strut fork. Do not tow by tail tie-down fitting.

#### NOTE

Remove all rudder locks before ground handling to prevent possible damage to the rudder interconnect pulley bracket. When using the tow bar, never exceed the nosewheel turning radius limits of 55° either side of center. Structural damage may occur if the turn limits are exceeded. Do not push or pull on propellers or control surfaces when moving the aircraft on the ground.

## MOORING YOUR AIRCRAFT

Proper tie-down procedure is your best precaution against damage to your parked aircraft by gusty or strong winds. To tie-down your aircraft securely, proceed as follows:

- (1) Set the parking brake and install control wheel lock.
- (2) Tie strong ropes or chains (700 pounds tensile strength) to wing tie-down fittings.
- (3) Caster the nosewheel to the extreme left or right position.
- (4) Tie a strong rope or chain (700 pounds tensile strength) to the tail tie-down fitting. (Do not impose side loads on tie-down fitting.)
- (5) Recommend installation of pitot tube cover.

## WINDOWS AND WINDSHIELD

The plastic windshield and windows should be kept clean and waxed at all times. To prevent scratches and crazing, wash them carefully with plenty of soap and water, using the palm of the hand to feel and dislodge dirt and mud. A soft cloth, chamois or sponge may be used, but only to carry water to the surface. Rinse thoroughly, then dry with a clean, moist chamois. Rubbing the surface of the plastic with a dry cloth builds up an electrostatic charge which attracts dust particles in the air. Wiping with a moist chamois will remove both the dust and this charge.

Remove oil and grease with a cloth moistened with kerosene. Never use gasoline, benzine, acetone, carbon tetrachloride, fire extinguisher fluid,

lacquer thinner or glass cleaner. These materials will soften the plastic and may cause it to craze.

After removing dirt and grease, if the surface is not badly scratched, it should be waxed with a good grade of commercial wax. The wax will fill in minor scratches and help prevent further scratching. Apply a thin, even coat of wax and bring it to a high polish by rubbing lightly with a clean, dry soft flannel cloth. Do not use a power buffer; the heat generated by the buffeting pad may soften the plastic.

Do not use a canvas cover on the windshield unless freezing rain or sleet is anticipated. Canvas covers may scratch the plastic surface.

## **PAINTED SURFACES**

The painted exterior surfaces of your new Cessna require an initial curing period which may be as long as 90 days after the finish is applied. During this curing period some precautions should be taken to avoid damaging the finish or interfering with the curing process. The finish should be cleaned only by washing with clean water and mild soap, followed by a rinse water and drying with cloths or a chamois. Do not use polish or wax, which would exclude air from the surface, during this 90-day curing period. Do not rub or buff the finish and avoid flying through rain, hail, or sleet.

Once the finish has cured completely, it may be waxed with a good automotive wax. A heavier coating of wax on the leading edges of the wings, tail, engine nose cap and propeller spinner will help reduce the abrasion encountered in these areas.

## **PROPELLER CARE**

Preflight inspection of propeller blades for nicks, and wiping them occasionally with an oily cloth to clean off grass and bug stains will assure long, trouble-free service. It is vital that small nicks on the propellers, particularly near the tips and on the leading edges, are dressed out as soon as possible since these nicks produce stress concentrations, and if ignored, may result in cracks. Never use an alkaline cleaner on the blades; remove grease and dirt with Stoddard solvent. Do not feather propeller below 700 RPM as this may damage the hub mechanism.

## INTERIOR CARE

To remove dust and loose dirt from the upholstery, headliner, and carpet, clean the interior regularly with a vacuum cleaner.

Blot up any spilled liquid promptly, with cleansing tissue or rags. Don't pat the spot; press the blotting material firmly and hold it for several seconds. Continue blotting until no more liquid is taken up. Scrape off sticky materials with a dull knife, then spot-clean the area.

Oily spots may be cleaned with household spot removers, used sparingly. Before using any solvent, read the instructions on the container and test it on an obscure place on the fabric to be cleaned. Never saturate the fabric with a volatile solvent; it may damage the padding and backing materials.

Soiled upholstery and carpet may be cleaned with foam-type detergent, used according to the manufacturer's instructions. To minimize wetting the fabric, keep the foam as dry as possible and remove it with a vacuum cleaner.

The plastic trim, instrument panel and control knobs need only be wiped with a damp cloth. Oil and grease on the control wheel and control knobs can be removed with a cloth moistened with kerosene. Volatile solvents, such as mentioned in paragraphs on care of the windshield, must never be used since they soften and craze the plastic.

## FLYABLE STORAGE

Flyable storage applies to all aircraft which will not be flown for an indefinite period but which are to be kept ready to fly with the least possible preparation. If the aircraft is to be stored temporarily, or indefinitely, refer to the Service Manual for proper storage procedures.

Aircraft which are not in daily flight should have the propellers rotated, by hand, five revolutions at least once each week. In damp climates and in storage areas where the daily temperature variation can cause condensation, propeller rotation should be accomplished more frequently. Rotating the propeller an odd number of revolutions, redistributes residual oil on the cylinder walls, crankshaft and gear surfaces and repositions the pistons in the cylinders, thus preventing corrosion. Rotate propellers as follows:

- (1) Throttle - IDLE.
- (2) Mixtures - IDLE CUT-OFF.
- (3) Magneto Switches - OFF.

- (4) Propellers - ROTATE CLOCKWISE. Manually rotate propellers five revolutions, standing clear of arc of propeller blades.

Keep fuel tanks full to minimize condensation in the fuel tanks. Maintain battery at full charge to prevent electrolyte from freezing in cold weather. If the aircraft is stored outside, tie-down aircraft in anticipation of high winds. Secure aircraft as follows:

- (1) Secure rudder with the optional rudder gust lock or with a control surface lock over the fin and rudder. If a lock is not available, caster the nosewheel to the full left or right position.
- (2) Install control column lock in pilot's control column, if available. If column lock is not available, tie the pilot's control wheel full aft with a seat belt.
- (3) Tie ropes or chains to the wing tie-down fittings located on the underside of each wing. Secure the opposite ends of the ropes or chains to ground anchors. Chock the main landing gear tires; do not set the parking brake if a long period of inactivity is anticipated as brake seizing can result.
- (4) Secure a rope (no chains or cables) to the upper nose gear trunnion and secure opposite end of rope to a ground anchor. Chock the nose landing gear tire.
- (5) Secure the middle of a rope to the tail tie-down fitting. Pull each end of rope at a 45-degree angle and secure to ground anchors at each side of the tail.
- (6) After 30 days, the aircraft should be flown for 30 minutes or run engines on the ground until oil temperatures reach operating temperatures.

#### NOTE

Excessive ground operation is to be avoided so that maximum cylinder head temperatures are not exceeded.

## INSPECTION REQUIREMENTS

As required by Federal Aviation Regulations; all civil aircraft of U.S. registry must undergo a complete inspection (annual) each twelve calendar months.

In addition to the required ANNUAL inspection, aircraft operated commercially (for hire) must have a complete inspection every 100 hours of operation.

In lieu of the above requirements, an aircraft may be inspected in accordance with a progressive inspection schedule, which allows the work load to be divided into smaller operations that can be accomplished in shorter time periods.

The CESSNA PROGRESSIVE CARE PROGRAM has been developed to provide a modern progressive inspection schedule that satisfies the complete aircraft inspection requirements of both the 100 HOUR and ANNUAL inspections as applicable to Cessna aircraft.

## **CESSNA PROGRESSIVE CARE**

The Cessna Progressive Care Program has been designed to help you realize maximum utilization of your aircraft at a minimum cost and down-time. Under this program, your aircraft is inspected and maintained in four operations at 50-hour intervals during a 200-hour period. The operations are recycled each 200 hours and are recorded in a specially provided Aircraft Inspection Log as each operation is conducted.

The Cessna Aircraft Company recommends Progressive Care for aircraft that are being flown 200 hours or more per year, and the 100-hour inspection for all other aircraft. The procedures for the Progressive Care Program and the 100-hour inspection have been carefully worked out by the factory and are followed by the Cessna Dealer Organization. The complete familiarity of Cessna Dealers with Cessna equipment and factory-approved procedures provides the highest level of service possible at lower cost to Cessna owners.

## **CESSNA CUSTOMER CARE PROGRAM**

Specific benefits and provisions of the CESSNA WARRANTY plus other important benefits for you are contained in your CUSTOMER CARE PROGRAM book supplied with your aircraft. You will want to thoroughly review your Customer Care Program book and keep it in your aircraft at all times.

Coupons attached to the Program book entitle you to an initial inspection and either a Progressive Care Operation No. 1 or the first 100-hour inspection within the first 6 months of ownership at no charge to you. If you take delivery from your Dealer, the initial inspection will have been performed before delivery of the aircraft to you. If you pick up your aircraft at the factory, plan to take it to your Dealer reasonably soon after you take delivery, so the initial in-

spection may be performed allowing the Dealer to make any minor adjustments which may be necessary .

You will also want to return to your Dealer either at 50 hours for your first Progressive Care Operation , or at 100 hours for your first 100-hour inspection depending on which program you choose to establish for your aircraft. While these important inspections will be performed for you by any Cessna Dealer , in most cases you will prefer to have the Dealer from whom you purchased the aircraft accomplish this work.

## **SERVICING REQUIREMENTS**

For quick and ready reference , quantities , materials , and specifications for frequently used service items (such as fuel , oil , etc. ) are shown on the inside back cover of this manual.

In addition to the PREFLIGHT INSPECTION covered in Section I , COMPLETE servicing , inspection , and test requirements for your aircraft are detailed in the aircraft Service Manual. The Service Manual outlines all items which require attention at 50 , 100 , and 200 hour intervals plus those items which require servicing , inspection , and/or testing at special intervals .

Since Cessna Dealers conduct all service , inspection , and test procedures in accordance with applicable Service Manuals , it is recommended that you contact your Dealer concerning these requirements and begin scheduling your aircraft for service at the recommended intervals .

Cessna Progressive Care ensures that these requirements are accomplished at the required intervals to comply with the 100-HOUR or ANNUAL inspection as previously covered .

Depending on various flight operations , your local Government Aviation Agency may require additional service , inspections , or tests . For these regulatory requirements , owners should check with local aviation officials where the aircraft is being operated .

## **OWNER FOLLOW-UP SYSTEM**

Your Cessna Dealer has an Owner Follow-Up System to notify you when he receives information that applies to your Cessna . In addition , if you wish , you may choose to receive similar notification , in the form of Service Letters , directly from the Cessna Customer Services Department . A subscription form is sup-

plied in your Customer Care Program book for your use should you choose to request this service. Your Cessna Dealer will be glad to supply you with details concerning these follow-up programs, and stands ready, through his Service Department, to supply you with fast, efficient, low cost service.

## **PUBLICATIONS**

Various publications and flight operation aids are furnished in the aircraft when delivered from the factory. These items are listed below.

**CUSTOMER CARE PROGRAM BOOK**

**OWNER'S MANUALS FOR YOUR  
AIRCRAFT  
AVIONICS\***

**POWER COMPUTER**

**SALES AND SERVICE DEALER DIRECTORY**

**DO'S AND DON'TS ENGINE BOOKLET**

\*The applicable Owner's Manual is provided with each optional avionics installation.

The following additional publications, plus many other supplies that are applicable to your aircraft, are available from your Cessna Dealer.

**SERVICE MANUALS AND PARTS CATALOGS FOR YOUR  
AIRCRAFT  
ENGINE AND ACCESSORIES  
AVIONICS**

Your Cessna Dealer has a current catalog of all Customer Services Supplies that are available, many of which he keeps on hand. Supplies which are not in stock, he will be happy to order for you.

## **AIRCRAFT FILE**

There are miscellaneous data, information and licenses that are a part of the aircraft file. The following is a checklist for that file. In addition, a periodic

check should be made of the latest Federal Aviation Regulations to insure that all data requirements are met.

A. To be displayed in the aircraft at all times:

- (1) Aircraft Airworthiness Certificate (FAA Form 8100-2).
- (2) Aircraft Registration Certificate (AC Form 8050-3).
- (3) Aircraft Radio Station License (Form FCC-556, if transmitter installed).

B. To be carried in the aircraft at all times:

- (1) Weight and Balance, and associated papers (latest copy of the Repair and Alteration Form, Form FAA-337, if applicable).
- (2) Aircraft Equipment List.
- (3) Pilot's Checklist.

C. To be made available upon request:

- (1) Aircraft Log Book.
- (2) Engine Log Books.

Most of the items listed are required by the United States Federal Aviation Regulations. Since the regulations of other nations may require other documents and data, owners of exported aircraft should check with their own aviation officials to determine their individual requirements.

Cessna recommends that these items plus the Owner's Manual, power computer, Customer Care Program book and Customer Care Card, be carried in the aircraft at all times.