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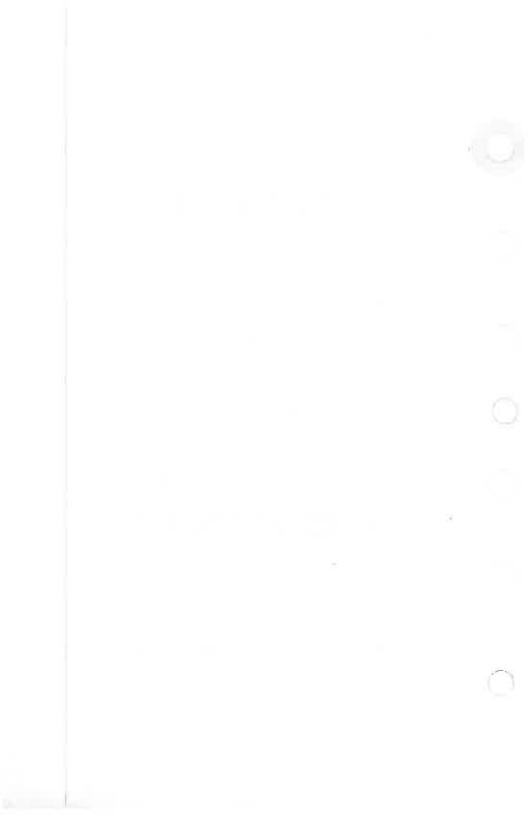
MODEL T182T

PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL

REVISION 2 9 OCTOBER 2001

T182TPHUSR02

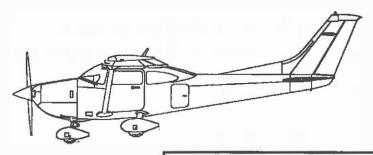
INSERT THE FOLLOWING PAGES INTO THE PILOT'S OPERATING HANDBOOK





Pilot's Operating Handbook

FAA Approved Airplane Flight Manual



THIS DOCUMENT MUST BE CARRIED IN THE AIRPLANE AT ALL TIMES.

Cessna Aircraft Company

Model T182T

This publication includes the material required to be furnished to the pilot by FAR Part 23 and constitutes the FAA Approved Airplane Flight Manual.

FAA APPROVAL

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ALLONG BOOM BOOM

Date: 22 February 2001

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Original Issue - 23 February 2001

THIS MANUAL WAS PROVIDED FOR THE AIRPLANE IDENTIFIED ON THE TITLE PAGE ON 01/31/02.
SUBSEQUENT REVISIONS SUPPLIED BY CESSNA AIRCRAFT COMPANY MUST BE PROPERLY INSERTED.

mile Shorp

Cessna Aircraft Company, Aircraft Division

Pilot's Operating Handbook and

FAA Approved Airplane Flight Manual

Serial Numbers T18208001 and On

Original Issue - 15 February 2001

Revision 2 - 9 October 2001

PART NUMBER: T182TPHUS02



CONGRATULATIONS

Congratulations on your purchase and welcome to Cessna ownership! Your Cessna has been designed and constructed to give you the most in performance, value and comfort.

This Pitot's Operating Handbook has been prepared as a guide to help you get the most utility from your airplane. It contains information about your airplane's equipment, operating procedures, performance and suggested service and care. Please study it carefully and use it as a reference.

The worldwide Cessna Organization and Cessna Customer Service are prepared to serve you. The following services are offered by each Cessna Service Station:

- THE CESSNA AIRPLANE WARRANTIES, which provide coverage for parts and labor, are upheld through Cessna Service Stations worldwide. Warranty provisions and other important information are contained in the Customer Care Program Handbook supplied with your airplane. The Customer Care Card assigned to you at delivery will establish your eligibility under warranty and should be presented to your local Cessna Service Station at the time of warranty service.
- FACTORY TRAINED PERSONNEL to provide you with courteous, expert service.
- FACTORY APPROVED SERVICE EQUIPMENT to provide you efficient and accurate workmanship.
- A STOCK OF GENUINE CESSNA SERVICE PARTS are available when you need them.
- THE LATEST AUTHORITATIVE INFORMATION FOR SERVICING CESSNA AIRPLANES. Cessna Service Stations have all of the current Maintenance Manuals, Illustrated Parts Catalogs and various other support publications produced by Cessna Aircraft Company.

A current Cessna Service Station Directory accompanies your new airplane. The Directory is revised annually, and a current copy can be obtained from your nearest Cessna Service Station.

We urge all Cessna owners/operators to utilize the benefits available within the Cessna Organization.

Apr 30/01 iii

PERFORMANCE - SPEC	IFICAT	FIONS
* SPEED		
Maximum at 20,000		176 KTS
Cruise, 88% Power at 12,500 Ft	,	159 KTS
Cruise, 75% Power at 20,000 Ft		158 KTS
Cruise, 75% Power at 10,000 Ft		145 KTS
CRUISE: Recommended lean mixture wi	th fuel all	owance for
engine start, taxi, takeoff, cli	mb and 4	45 minutes
reserve.		
88% Power at 12,500 Ft	Range	615 NM
87 Gailons Usable Fuel	Time	4.0 HRS
75% Power at 20,000 Ft	Range	753 NM
87 Gallons Usable Fuel	Time	4.9 HRS
75% Power at 10,000 Ft	Range	721 NM
87 Gailons Usable Fuel	Time	5.1 HRS
Max Range at 20,000 Ft	Range	940 NM
87 Gallons Usable Fuel	Time	8.6 HRS
Max Range at 10,000 Ft	Range	971 NM
87 Gallons Usable Fuel	Time	8.9 HRS
RATE OF CLIMB AT SEA LEVEL:		1,040 FPM
SERVICE CEILING:		20,000 FT
TAKEOFF PERFORMANCE:		
Ground Roll		775 FT
Total Distance Over 50 Ft. Obstacle		1385 FT
LANDING PERFORMANCE:		
Ground Roll		590 FT
Total Distance Over 50 Ft. Obstacle		1350 FT
STALL SPEED (KCAS):		
Flaps Up, Power Off		54 KCAS
Flaps Down, Power Off	40000	49 KCAS
MAXIMUM WEIGHT:		
Ramp		3112 LBS
Takeoff		3100 LBS
Landing	www.ww	2950 LBS

PERFORMANCE-SPECIFICATIONS

(Continued)

STANDARD EMPTY WEIGHT:	2023 LBS
MAXIMUM USEFUL LOAD:	1089 LBS
BAGGAGE ALLOWANCE:	200 LBS
WING LOADING: Lbs/Sq Ft	. 17.8
POWER LOADING: Lbs/HP	. 13.2
FUEL CAPACITY:	92 GAL
OIL CAPACITY:	9 QTS
ENGINE: Textron Lycoming TIO-	540-AK1A
235 BHP at 2400 RPM	
PROPELLER: Diameter - 3-Blade	79 IN.

NOTE

The above performance figures are based on the indicated weights, standard atmospheric conditions, level, hard-surfaced dry runways and no wind. They are calculated values derived from flight tests conducted by The Cessna Aircraft Company under carefully documented conditions and will vary with individual airplanes and numerous factors affecting flight performance.

Apr 30/01 v

COVERAGE

The Pilot's Operating Handbook in the airplane at the time of delivery from The Cessna Aircraft Company contains information applicable to the Model T182T airplane by serial number and registration number shown on the Title Page. This handbook is applicable to airplane serial number T18208001 and On. All information is based on data available at the time of publication.

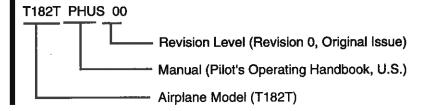
This handbook is comprised of nine sections which cover all operational aspects of a standard-equipped airplane. Section 9, Supplements, provides expanded operational procedures for the avionics equipment (both standard and optional), details requirements for foreign certification, and provides information on special operations.

Supplements are individual documents, and may be issued or revised without regard to revision dates which apply to the POH itself. These supplements contain their own Log of Effective Pages, which should be used to determine the status of each supplement.

ORIGINAL ISSUE AND REVISIONS

This Pilot's Operating Handbook and FAA Approved Airplane Flight Manual is comprised of the original issue and any subsequent revisions. To ensure that information in this manual is current, the revisions must be incorporated as they are issued. This manual was originally issued on February 23, 2001. As revisions are issued, they will be noted in the Log of Effective Pages table.

The part number of this manual has also been designed to further aid the owner/operator in determining the revision level of any POH. Refer to the example below for a breakdown:



It is the responsibility of the owner to maintain this handbook in a current status when it is being used for operational purposes. Owners should contact their Cessna Service Station whenever the revision status of their handbook is in question.

Revisions are distributed to owners of U.S. Registered aircraft according to FAA records at the time of revision issuance, and to Internationally Registered aircraft according to Cessna Owner Advisory records at the time of issuance. Revisions should be read carefully upon receipt and incorporated in this POH.

REVISION FILING INSTRUCTIONS

REGULAR REVISIONS

Pages to be removed or inserted in the Pilots' Operating Handbook and FAA Approved Airplane Flight Manual are determined by the Log of Effective Pages located in this section. This log contains the page number and date of issue for each page within the POH. At original issue, all pages will contain the same date. As revisions to the POH occur, these dates will change on effected pages. When two pages display the same page number, the page with the latest date shall be inserted into the POH. The date on the Log Of Effective Pages shall also agree with the latest date of the page in question.

TEMPORARY REVISIONS

Under limited circumstances, temporary revisions to the POH may be issued. These temporary revisions are to be filed in the applicable section in accordance with filing instructions appearing on the first page of the temporary revision.

The recession of a temporary revision is accomplished by incorporation into the POH at revision time or by a superseding temporary revision. In order to accurately track the status of temporary revisions as they pertain to a POH, a Temporary Revision List will be located previous to this section when required. This list will indicate the date the temporary revision was incorporated into the POH, thus authorizing the recession of the temporary revision.

Apr 30/01 vii

IDENTIFYING REVISED MATERIAL

Additions or revisions to the text in an existing section will be identified by a vertical line (revision bar) adjacent to the applicable revised area on the outer margin of the page.

When technical changes cause unchanged text to appear on a different page, a revision bar will be placed in the outer lower margin of the page, opposite the page number and date of the page, providing no other revision bar appears on the page. These pages will display the current revision date as found in the Original Issue and Revisions paragraph of this section.

When extensive technical changes are made to text in an existing section that requires extensive revision, revision bars will appear the full length of text.

New art added to an existing section will be identified by a single pointing hand indicator adjacent to the figure title and figure number. Existing art which is revised will have a pointing hand adjacent to the portion of the art which has changed.

WARNINGS, CAUTIONS AND NOTES

Throughout the text, warnings, cautions and notes pertaining to airplane handling and operations are utilized. These adjuncts to the text are used to highlight or emphasize important points.

WARNING - Calls attention to use of methods, procedures or limits which must be followed precisely to avoid injury or death to persons.

CAUTION - Calls attention to methods, procedures or limits which must be followed to avoid damage to equipment.

NOTE - Calls attention to additional procedures or information pertaining to the text.

LOG OF EFFECTIVE PAGES

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the POH. Pages which are affected by the current revision will carry the date of that revision.

Revision Level	Date of Issue	Revision Level	Date of Issue
0 (Originat Issue) 1 2	Feb. 23, 2001 Apr. 30,2001 Oct. 9, 2001		
<u>PAGE</u>	DATE	PAGE	DATE
Title Assignment Record i (Blank) ii (Blank) iv v vi vii ix x xi xii xiii xiv (Blank) 1-1 1-2 1-3 1-4 1-5 1-6 1-7 1-8 1-9 1-10 1-11 1-12	Oct 9/01	1-16 1-17 1-18 1-19 1-20 1-21 1-22 1-23 1-24 1-25 1-26 2-1 2-2 (Blank) 2-3 2-4 2-5 2-6 2-7 2-8 2-9 2-10 2-11 2-12 2-13 2-14 (Blank) 3-1 3-2 3-3 3-4	Apr 30/01 Feb 23/01 Apr 30/01 Feb 23/01 Apr 30/01 Feb 23/01
1-14 1-15	Apr 30/01 Apr 30/01	3-5	Feb 23/01 Feb 23/01

Oct 9/01 İΧ

LOG OF EFFECTIVE PAGES (Continued)

		•	
<u>PAGE</u>	DATE	PAGE	DATE
3-7	Feb 23/01	4-24	Feb 23/01
3-8	Feb 23/01	4-25	Apr 30/01
3-9	Feb 23/01	4-26	Oct 9/01
3-10	Feb 23/01	4-27	Oct 9/01
3-11	Apr 30/01	4-28	Oct 9/01
3-12	Feb 23/01	4-29	
3-13	Feb 23/01	4-30	Oct 9/01
3-14	Feb 23/01	4-31	Oct 9/01
3-15	Feb 23/01	4-32	Oct 9/01
3-16	Apr 30/01	4-33	Oct 9/01
3-17	Apr 30/01	4-34	Oct 9/01
3-18	Feb 23/01	4-35	Oct 9/01
3-19	Apr 30/01	4-36	Oct 9/01
3-20	Feb 23/01	5-1	Apr 30/01
3-21	Feb 23/01	5-2 (Blank)	Apr 30/01
3-22	Feb 23/01	5-3	Apr 30/01
3-23	Feb 23/01	5-4	Apr 30/01
3-24 (Blank)	Feb 23/01	5-5	Apr 30/01
4-1	Feb 23/01	5-6	Apr 30/01
4-2	Oct 9/01	5-7	Apr 30/01
4-3	Oct 9/01	5-8	Apr 30/01
4-4 (Blank)	Feb 23/01	5-9	Apr 30/01
4-5	Apr 30/01	5-10	Apr 30/01
<u>4-6</u>	Feb 23/01	5-11	Apr 30/01
4-7	Feb 23/01	5-12	Apr 30/01
4-8	Apr 30/01	5-13	Apr 30/01
4-9	Apr 30/01	5-14	Apr 30/01
4-10	Feb 23/01	5-15	Apr 30/01
4-11	Apr 30/01	5-16	Apr 30/01
4-12	Feb 23/01	5-17	Apr 30/01
4-13	Oct 9/01	5-18	Apr 30/01
4-14	Oct 9/01	5-19 2	Apr 30/01
4-15	Feb 23/01	5-20	Apr 30/01
4-16	Feb 23/01	5-21	Apr 30/01
4-17	Feb 23/01	5-22	Apr 30/01
4-18	Feb 23/01	5-23	Apr 30/01
4-19	Feb 23/01	5-24	Apr 30/01
4-20	Apr 30/01	5-25	Apr 30/01
4-21	Feb 23/01	5-26	Apr 30/01
4-22	Feb 23/01	5-27	Apr 30/01
4-23	Feb 23/01	5-28	Apr 30/01

LOG OF EFFECTIVE PAGES

(Continued)

PAGE	DATE	PAGE	DATE
5-29 5-30	Apr 30/01 Apr 30/01	7-7 7-8	Apr 30/01 Apr 30/01
5-31	Apr 30/01	7-9	Apr 30/01
5-32	Apr 30/01	7-10	Apr 30/01
5-33	Apr 30/01	7-11	Apr 30/01
5-34	Oct 9/01	7-12	Oct 9/01
5-35	Oct 9/01	7-13	Apr 30/01
5-36	Oct 9/01	7-14	Apr 30/01
6-1	Feb 23/01	7-15	Apr 30/01
6-2 (Blank)	Feb 23/01	7-16	Apr 30/01
6-3	Oct 9/01	7-17	Apr 30/01
6-4	Oct 9/01	7-18	Apr 30/01
6-5	Apr 30/01	<u>7-19</u>	Apr 30/01
6-6	Feb 23/01	7-20	Apr 30/01
6-7	Apr 30/01	7-21	Apr 30/01
6-8	Apr 30/01	7-22	Apr 30/01
6-9	Apr 30/01	7-23	Oct 9/01
6-10	Apr 30/01	7-24	Apr 30/01
6-11 .\$	Apr 30/01	7-25	Apr 30/01
6-12	Oct 9/01	7-26	Apr 30/01
6-13	Apr 30/01	7-27	Apr 30/01
6-14	Apr 30/01	7-28	Apr 30/01
6-15	Oct 9/01	7-29	Apr 30/01
6-16	Apr 30/01	7-30	Apr 30/01
6-17	Apr 30/01	7-31	Apr 30/01
6-18	Apr 30/01	7-32	Apr 30/01
6-19	Apr 30/01	7-33	Apr 30/01
6-20	Apr 30/01	7-34	Apr 30/01
6-21	Apr 30/01	7-35	Apr 30/01
6-22	Apr 30/01	7-36	Apr 30/01
6-23	Apr 30/01	7-37	Apr 30/01
6-24	Apr 30/01	7-38	Apr 30/01
7-1	Apr 30/01	7-39	Apr 30/01
7-2	Apr 30/01	7-40	Apr 30/01
7-3	Apr 30/01	7-41	Apr 30/01
7-4 (Blank)	Apr 30/01	7-42	Apr 30/01
7-5	Apr 30/01	7-43	Oct 9/01
7-6	Oct 9/01	7-44	Oct 9/01

Oct 9/01 xi

LOG OF EFFECTIVE PAGES

(Continued)

PAGE	DATE	<u>PAGE</u>	DATE
7-45 7-46 7-47 7-48 7-49 7-50 7-51 7-52 7-53 7-54 7-55 7-56 7-57 7-57 7-58 7-59 7-60 7-61 7-62 7-63 7-64	Oct 9/01 Apr 30/01	PAGE 8-5 8-6 8-7 8-8 8-9 8-10 8-11 8-12 8-13 8-14 8-15 8-18 8-19 8-20 8-21 8-22 8-23 8-24	DATE Apr 30/01
8-1	Apr 30/01 Apr 30/01 Apr 30/01 Apr 30/01	8-25 8-26 (Blank)	Apr 30/01 Apr 30/01 Apr 30/01 Apr 30/01

TABLE OF CONTENTS

	SECTION	<i>7</i> 1
GENERAL		1
LIMITATIONS		2
EMERGENCY PROCEDURES		3
NORMAL PROCEDURES	-H4046	4
PERFORMANCE		Ę
WEIGHT & BALANCE/EQUIPMENT LIST		6
AIRPLANE & SYSTEMS DESCRIPTION		7
HANDLING, SERVICE & MAINTENANCE	((*)))(·	8
SUPPLEMENTS	· 🖫	S

Apr 30/01 xiii/(xiv blank)

SECTION 1 GENERAL

TABLE OF CONTENTS	Page
Three View - Normal Ground Attitude	1-2
Introduction	1-4
Descriptive Data	1-4
Engine	1-4
Propeller	1-4
Fuel	1-5
Oil	1-6
Maximum Certificated Weights	1-7
Standard Airplane Weights	1-7
Cabin And Entry Dimensions	1-7
Baggage Space and Entry Dimensions	1-7
Specific Loadings	1-7
Symbols, Abbreviations and Terminology	1-8
General Airspeed Terminology And Symbols	1-8
Meteorological Terminology	1-9
Engine Power Terminology	1-9
Airplane Performance And Flight Planning Terminology	1-10
Weight And Balance Terminology	1-11
Metric / Imperial / U.S. Conversion Charts	1-13
Weight Conversions	1-14
Length Conversions	1-16
Distance Conversions	1-20
Volume Conversions	1-21
Temperature Conversions	1-24
Volume to Weight Conversions	1-25
Quick Conversions	1-26

Apr 30/01 1-1

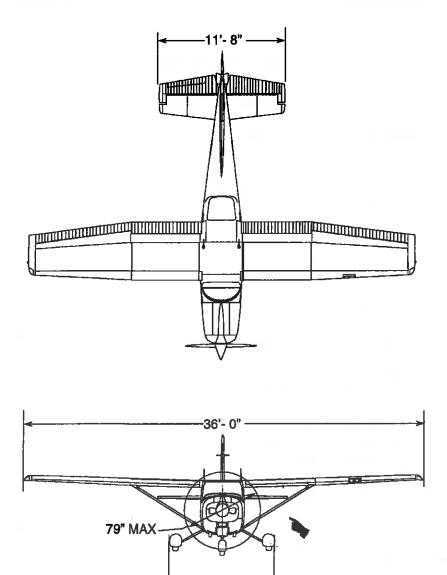
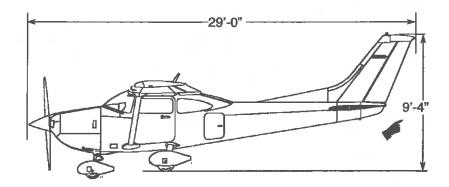


Figure 1-1. Three View - Normal Ground Attitude (Sheet 1 of 2)



NOTE 1: WING SPAN SHOWN WITH STANDARD STROBE

LIGHTS INSTALLED.

NOTE 2: WHEEL BASE LENGTH IS 66 1/2".

NOTE 3: PROPELLER GROUND CLEARANCE IS 10 7/8".

NOTE 4: WING AREA IS 174 SQUARE FEET.

NOTE 5: MINIMUM TURNING RADIUS (*PIVOT POINT TO OUTBOARD WING TIP) IS 27' - 0".

NOTE 6: NORMAL GROUND ATTITUDE IS SHOWN WITH NOSE STRUT SHOWING APPROXIMATELY 2" OF STRUT, AND WINGS LEVEL.

0785T1001

Figure 1-1. Three View - Normal Ground Attitude (Sheet 2 of 2)

INTRODUCTION

This handbook contains 9 sections, and includes the material required to be furnished to the pilot by FAR Part 23. It also contains supplemental data supplied by Cessna Aircraft Company.

Section 1 provides basic data and information of general interest. It also contains definitions or explanations of symbols, abbreviations, and terminology commonly used.

DESCRIPTIVE DATA

ENGINE

Number of Engines: 1.

Engine Manufacturer: Textron Lycoming. Engine Model Number: TIO-540-AK1A.

Engine Type: Turbo-charged, direct drive, air-cooled,

horizontally opposed, fuel injected, six cylinder engine with

541 cu. in. displacement.

Horsepower Rating and Engine Speed: 235 rated BHP

at 2400 RPM.

PROPELLER

Propeller Manufacturer: McCauley Propeller Systems. Propeller Model Number: B3D36C442-C/80VSB-1.

Number of Blades: 3.

Propeller Diameter: 79 inches.

Propeller Type: Constant speed and hyraulically actuated, with a low pitch setting of 15.3° and a high pitch setting of 35.4° (30 inch

station).

FUEL

WARNING

USE OF UNAPPROVED FUELS MAY RESULT IN DAMAGE TO THE ENGINE AND FUEL SYSTEM COMPONENTS, RESULTING IN POSSIBLE ENGINE FAILURE.

Approved Fuel Grades (and Colors): 100LL Grade Aviation Fuel (Blue). 100 Grade Aviation Fuel (Green).

NOTE

Isopropyl alcohol or diethylene glycol monomethyl ether (DiEGME) may be added to the fuel supply. Additive concentrations shall not exceed 1% for isopropyl alcohol or 0.10% to 0.15% for DiEGME. Refer to Section 8 for additional information.

Fuel Capacity:

Total Capacity: 92.0 U.S. gallons.
Total Usable: 87.0 U.S. gallons.
Total Capacity Each Tank: 46.0 U.S. gallons.
Total Usable Each Tank: 43.5 U.S. gallons.

NOTE

To ensure maximum fuel capacity and minimize cross-feeding when refueling, always park the airplane in a wings-level, normal ground attitude and place the fuel selector in the Left or Right position. Refer to Figure 1-1 for normal ground attitude dimensions.

Apr 30/01 1-5

OIL

Oil Specification:

MIL-L-22851 or SAE J1899 Aviation Grade Ashless Dispersant Oil: Oil conforming to Textron Lycoming Service Instruction No 1014, and all revisions and supplements thereto, must be used after first 50 hours or once oil consumption has stabilized.

Recommended Viscosity for Temperature Range:

Temperature	MIL-L-22851 Ashless Dispersant SAE Grade
Above 27°C (80°F)	60
Above 16°C (60°F)	40 or 50
-1°C (30°F) to 32°C (90°F)	40
-18°C (0°F) to 21°C (70°F)	30, 40 or 20W-40
Below -12°C (10°F)	30 or 20W-30
-18°C (0°F) - 32°C (90°F)	20W-50 or 15W-50
All Temperatures	15W-50 or 20W-50

NOTE

When operating temperatures overlap, use the lighter grade of oil.

Oil Capacity:

Sump: 8 U.S. Quarts Total: 9 U.S. Quarts

1-6 Apr 30/01

MAXIMUM CERTIFICATED WEIGHTS

Ramp Weight: 3112 lbs. Takeoff Weight: 3100 lbs. Landing Weight: 2950 lbs.

Weight in Baggage Compartment, Normal Category:

Baggage Area A (Station 82 to 109): 120 lbs. See note below. Baggage Area B (Station 109 to 124): 80 lbs. See note below. Baggage Area C (Station 124 to 134): 80 lbs. See note below.

NOTE

The maximum allowable combined weight capacity for baggage in areas A, B and C is 200 pounds. The maximum allowable weight capacity for baggage in areas B and C is 80 pounds.

STANDARD AIRPLANE WEIGHTS

Standard Empty Weight: 2023 lbs. Maximum Useful Load, Normal Category: 1089 lbs.

CABIN AND ENTRY DIMENSIONS

Detailed dimensions of the cabin interior and entry door openings are illustrated in Section 6.

BAGGAGE SPACE AND ENTRY DIMENSIONS

Dimensions of the baggage area and baggage door opening are illustrated in detail in Section 6.

SPECIFIC LOADINGS

Wing Loading: 17.8 lbs./sq. ft. Power Loading: 13.2 lbs./hp.

Apr 30/01 1-7

SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

GENERAL AIRSPEED TERMINOLOGY AND SYMBOLS

KCAS	Knots Calibrated Airspeed is indicated airspeed
	corrected for position and instrument error and expressed in knots. Knots calibrated airspeed is equal
	to KTAS in standard atmosphere at sea level.

KIAS Knots Indicated Airspeed is the speed shown on the airspeed indicator and expressed in knots.

KTAS Knots True Airspeed is the airspeed expressed in knots relative to undisturbed air which is KCAS corrected for altitude and temperature.

V_A Maneuvering Speed is the maximum speed at which full or abrupt control movements may be used.

V_{FE} Maximum Flap Extended Speed is the highest speed permissible with wing flaps in a prescribed extended position.

V_{NO} Maximum Structural Cruising Speed is the speed that should not be exceeded except in smooth air, then only with caution.

V_{NE} Never Exceed Speed is the speed limit that may not be exceeded at any time.

S Stalling Speed or the minimum steady flight speed is the minimum speed at which the airplane is controllable.

Stalling Speed or the minimum steady flight speed is the minimum speed at which the airplane is controllable in the landing configuration at the most forward center of gravity.

V_X

Best Angle-of-Climb Speed is the speed which results in the greatest gain of altitude in a given hori-

zontal distanče.

Vy Best Rate-of-Climb Speed is the speed which results in the greatest gain in altitude in a given time.

Todato in the groatest gain in alliance in a given and

METEOROLOGICAL TERMINOLOGY

OAT Outside Air Temperature is the free air static

temperature. It may be expressed in either degrees

Celsius or degrees Fahrenheit.

Standard Standard Temperature is 15°C at sea level

Temperature pressure altitude and decreases by 2°C for each

1000 feet of altitude.

Pressure Pressure Altitude is the altitude read from an

Altitude altimeter when the altimeter's barometric scale has

been set to 29.92 inches of mercury (1013 mb).

ENGINE POWER TERMINOLOGY

BHP Brake Horsepower is the power developed by the

engine.

RPM

RPM Revolutions Per Minute is engine speed.

Static Static RPM is engine speed attained during a full

throttle engine runup when the airplane is on the

ground and stationary.

MP Manifold Pressure is a pressure measured in the

engine's induction system and is expressed in

inches of mercury (in Hg).

AIRPLANE PERFORMANCE AND FLIGHT PLANNING TERMINOLOGY

Demonstrated Crosswind Velocity Demonstrated Crosswind Velocity is the velocity of the crosswind component for which adequate control of the airplane during takeoff and landing was actually demonstrated during certification tests. The value shown is not considered to be limiting.

Usable Fuel

Usable Fuel is the fuel available for flight planning.

Unusable Fuel Unusable Fuel is the quantity of fuel that can not be safely used in flight.

GPH

Gallons Per Hour is the amount of fuel consumed

per hour.

NMPG

Nautical Miles Per Gallon is the distance which can be expected per gallon of fuel consumed at a specific engine power setting and/or flight

configuration.

g

g is acceleration due to gravity.

Course Datum **Course Datum** is the compass reference used by the autopilot, along with course deviation, to provide lateral control when tracking a navigation signal.

1-10 Apr 30/01

WEIGHT AND BALANCE TERMINOLOGY

Reference Datum Reference Datum is an imaginary vertical plane from which all horizontal distances are measured for

balance purposes.

Station

Station is a location along the airplane fuselage given in terms of the distance from the reference datum.

Arm

Arm is the horizontal distance from the reference datum to the center of gravity (C.G.) of an item.

Moment

Moment is the product of the weight of an item multiplied by its arm. (Moment divided by the constant 1000 is used in this handbook to simplify balance calculations by reducing the number of digits.)

Center of Gravity (C.G.)

Center of Gravity is the point at which an airplane, or equipment, would balance if suspended. Its distance from the reference datum is found by dividing the total moment by the total weight of the airplane.

C.G. Arm

Center of Gravity Arm is the arm obtained by adding the airplane's individual moments and dividing the sum by the total weight.

C.G. Limits Center of Gravity Limits are the extreme center of gravity locations within which the airplane must be operated at a given weight.

Standard Empty Weight Standard Empty Weight is the weight of a standard airplane, including unusable fuel, full operating fluids and full engine oil.

Basic Empty Weight Basic Empty Weight is the standard empty weight plus the weight of optional equipment.

Useful Load

Useful Load is the difference between ramp weight and the basic empty weight.

MAC

MAC (Mean Aerodynamic Chord) is a chord of an imaginary rectangular airfoil having the same pitching moments throughout the flight range as that of the actual wing.

Apr 30/01

Maximum Ramp Weight

Maximum Ramp Weight is the maximum weight approved for ground maneuver, and includes the weight of fuel used for start, taxi and runup.

Maximum Takeoff Weight Maximum Takeoff Weight is the maximum weight approved for the start of the takeoff roll.

Maximum Landing Weight **Maximum Landing Weight** is the maximum weight approved for the landing touchdown.

Tare

Tare is the weight of chocks, blocks, stands, etc. used when weighing an airplane, and is included in the scale readings. Tare is deducted from the scale reading to obtain the actual (net) airplane weight.

METRIC / IMPERIAL / U.S. CONVERSION CHARTS

The following charts have been provided to help international operators convert U.S. measurement supplied with the Pilot's Operating Handbook into metric and imperial measurements.

The standard followed for measurement units shown, is the National Institute of Standards Technology (NIST), Publication 811, "Guide for the Use of the International System of Units (SI)."

Please refer to the following pages for these charts.

Apr 30/01 1-13

(Kilograms \times 2.205 = Pounds)

(Pounds \times .454 = Kilograms)

KILOGRAMS INTO POUNDS KILOGRAMMES EN LIVRES

kg	0	1	2	3	4	5	6	7	8	9
	lb.	lb.	lb.	ib.	lb.	lb.	lb.	lb.	ib.	lb.
0		2.205	4.409	6.614	8.819	11.023	13.228	15.432	17.637	19.842
10	22.046	24.251	26.456	28.660	30.865	33.069	35.274	37.479	39.683	41.888
20	44.093	46.297	48.502	50.706	52.911	55.116	57.320	59.525	61.729	63.934
30	66.139	68.343	70.548	72.753	74.957	77.162	79.366	81.571	83.776	85.980
40	88.185	90.390	92.594	94.799	97.003	99.208	101.41	103.62	105.82	108.03
50	110.23	112.44	114.64	116.85	119.05	121.25	123.46	125.66	127.87	130.07
60	132.28	134.48	136.69	138.89	141.10	143.30	145.51	147.71	149.91	152.12
70	154.32	156.53	158.73	160.94	163.14	165.35	167.55	169.76	171.96	174.17
80	176.37	178.57	180.78	182.98	185.19	187.39	189.60	191.80	194.01	196.21
90	198.42	200.62	202.83	205.03	207.24	209.44	211.64	213.85	216.05	218.26
100	220.46	222.67	224.87	227.08	229.28	231.49	233.69	235.90	238.10	240.30

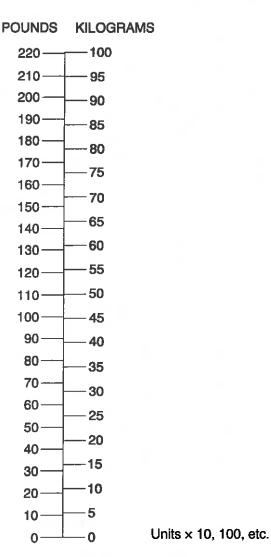
POUNDS INTO KILOGRAMS LIVRES EN KILOGRAMMES

lb.	0	1	2	3	4	5	6	7	8	9
1	kg									
0		0.454	0.907	1.361	1.814	2.268	2.722	3.175	3.629	4.082
10	4.536	4.990	5.443	5.897	6.350	6.804	7.257	7.711	8.165	8.618
20	9.072	9.525	9.979	10.433	10.886	11.340	11.793	12.247	12.701	13.154
30	13.608	14.061	14.515	14.969	15.422	15.876	16.329	16.783	17.237	17.690
40	18.144	18.597	19.051	19.504	19.958	20.412	20.865	21.319	21.772	22.226
	İ									
50	22.680	23.133	23.587	24.040	24.494	24.948	25.401	25.855	26.303	26.762
60	27.216	27.669	28.123	28.576	29.030	29.484	29.937	30.391	30.844	31.298
70	31.752	32.205	32.659	33.112	33.566	34.019	34.473	34.927	35.380	35.834
80	36.287	36.741	37.195	37.648	38.102	38.555	39.009	39.463	39.916	40.370
90	40.823	41.277	41.731	42.184	42.638	43.091	43.545	43.999	44.452	44.906
100	45.359	45.813	46.266	46.720	47.174	47.627	48.081	48.534	48.988	49.442



Figure 1-2. Weight Conversions (Sheet 1 of 2)

(Kilograms \times 2.205 = Pounds) (Pounds \times .454 = Kilograms)



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Figure 1-2. Weight Conversions (Sheet 2 of 2)

 $(Meters \times 3.281 = Feet)$

 $(Feet \times .305 = Meters)$

METERS INTO FEET METRES EN PIEDS

m	0	1	2	3	4	5	6	7	8	9
	feet									
0		3.281	6.562	9.842	13.123	16.404	19.685	22.956	26.247	29.528
10	32.808	36.089	39.370	42.651	45.932	49.212	52.493	55.774	59.055	62.336
20	65.617	68.897	72.178	75.459	78.740	82.021	85.302	88.582	91.863	95.144
30	98.425	101.71	104.99	108.27	111.55	114.83	118.11	121.39	124.67	127.95
40	131.23	134.51	137.79	141.08	144.36	147.64	150.92	154.20	157.48	160.76
50	164.04	167.32	170.60	173.86	177.16	180.45	183.73	187.01	190.29	193.57
60	195.85	200.13	203.41	206.69	209.97	213.25	216.53	219.82	223.10	226.38
70	229.66	232.94	236.22	239.50	242.78	246.06	249.34	252.62	255.90	259.19
80	262.47	265.75	269.03	272.31	275.59	278.87	282.15	285.43	288.71	291.58
90	295.27	298.56	301.84	305.12	308.40	311.68	314.96	318.24	321.52	324.80
ł										
100	328.08	331.36	334.64	337.93	341.21	344.49	347.77	351.05	354.33	357.61

FEET INTO METERS PIEDS EN METRES

ft	0	1	2	3	4	5	6	7	8	9
	m	m	m	m	m	m	m	m	m	m
0		0.305	0.610	0.914	1.219	1.524	1.829	2.134	2.438	2.743
10	3.048	3.353	3.658	3.962	4.267	4.572	4.877	5.182	5.486	5.791
20	6.096	6.401	6.706	7.010	7.315	7.620	7.925	8.230	8.534	8.839
30	9.144	9.449	9.754	10.058	10.363	10.668	10.973	11.278	11.582	11.887
40	12.192	12.497	12.802	13.106	13.411	13.716	14.021	14.326	14.630	14.935
50	15.240	15.545	15.850	16.154	16.459	16.754	17,069	17.374	17.678	17.983
60	18.288	18.593	18.898	19.202	19.507	19.812	20.117	20.422	20.726	21.031
70	21.336	21.641	21.946	22.250	22.555	22.860	23.165	23.470	23.774	24.079
80	24.384	24.689	24.994	25.298	25.603	25.908	26.213	26.518	26.822	27.127
90	27.432	27.737	28.042	28.346	28.651	28.956	29.261	29.566	29.870	30.175
										ll
100	30.480	30.785	31.090	31.394	31.699	32.004	32.309	32.614	32.918	33.223



Figure 1-3. Length Conversions (Sheet 1 of 2)

 $(Meters \times 3.281 = Feet)$

 $(Feet \times .305 = Meters)$

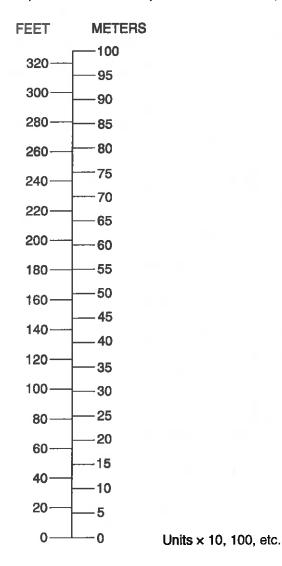


Figure 1-3 Length Conversions (Sheet 2 of 2)

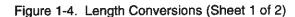
(Centimeters \times .394 = Inches) (Inches \times 2.54 = Centimeters)

CENTIMETERS INTO INCHES CENTIMETRES EN POUCES

cm	0	1	2	3	4	5	6	7	8	9
	in.									
0		0.394	0.787	1.181	1.575	1.969	2.362	2.756	3.150	3.543
10	3.937	4.331	4.724	5.118	5.512	5.906	6.299	6.693	7.087	7.480
20	7.874	8.268	8.661	9.055	9.449	9.843	10.236	10.630	11.024	11.417
30	11.811	12.205	12.598	12.992	13.386	13.780	14.173	14.567	14.961	15.354
40	15.748	16.142	16.535	16.929	17.323	17.717	18.110	18.504	18.898	19.291
50	19.685	20.079	20.472	20.866	21.260	21.654	22.047	22.441	22.835	23.228
60	23.622	24.016	24.409	24.803	25.197	25.591	25.984	26.378	26.772	27.164
70	27.559	27.953	28.346	28.740	29.134	29.528	29.921	30.315	30.709	31.102
80	31.496	31.890	32.283	32.677	33.071	33.465	33.858	34.252	34.646	35.039
90	35.433	35.827	36.220	36.614	37.008	37.402	37.795	38.189	38.583	38.976
100	39.370	39.764	40.157	40.551	40.945	41.339	41.732	42.126	42.520	42.913

INCHES INTO CENTIMETERS POUCES EN CENTIMETRES

in.	0	1	2	3	4	5	6	7	8	9
	cm									
0		2.54	5.08	7.62	10.16	12.70	15.24	17.78	20.32	22.96
10	25.40	27.94	30.48	33.02	35.56	38.10	40.64	43.18	45.72	48.26
20	50.80	53.34	55.88	58.42	60.96	63.50	66.04	68.58	71.12	73.66
30	76.20	78.74	81.28	83.82	86.36	88.90	91.44	93.98	96.52	99.06
40	101.60	104.14	106.68	109.22	111.76	114.30	116.84	119.38	121.92	124.46
50	127.00	129.54	132.08	134.62	137.16	139.70	142.24	144.78	147.32	149.86
60	152.40	154.94	157.48	160.02	162.56	165.10	167.64	170.18	172.72	175.26
70	177.80	180.34	182.88	185.42	187.96	190.50	193.04	195.58	198.12	200.66
80	203.20	205.74	208.28	210.82	213.36	215.90	218.44	220.98	223.52	226.06
90	228.60	231.14	233.68	236.22	238.76	241.30	243.84	246.38	248.92	251.46
100	254.00	256.54	259.08	261.62	264.16	266.70	269.24	271.78	274.32	276.86



(Centimeters \times .394 = Inches) (Inches \times 2.54 = Centimeters)

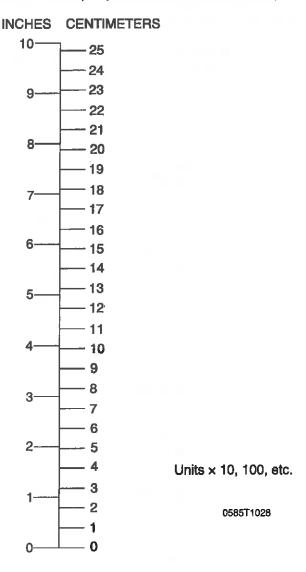


Figure 1-4. Length Conversions (Sheet 2 of 2)



(Statute Miles ×1.609=Kilorneters) (Statute Miles ×.869=Nautical Miles) (Nautical Miles ×1.852=Kilometers) (Kilometers x.622=Statute Miles) (Nautical Miles x1.15=Statute Miles) (Kilometers x.54=Nautical Miles)

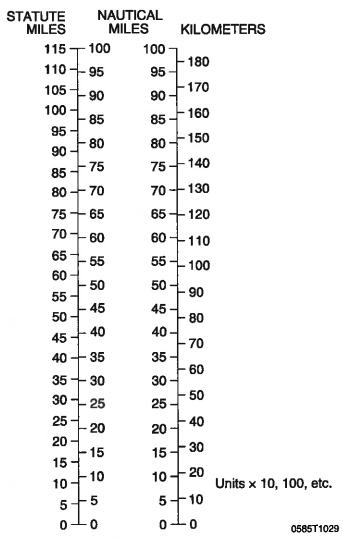


Figure 1-5. Distance Conversions

(Imperial Gallons \times 4.546 = Liters)

(Liters \times .22 = Imperial Gallons)

LITERS INTO IMPERIAL GALLONS LITRES EN GALLONS IMPERIAL

Lt	0	1	2	3	4	5	6	7	8	9
	IG									
0		0.220	0.440	0.660	0.880	1.100	1.320	1.540	1.760	1.980
10	2.200	2.420	2.640	2.860	3.080	3.300	3.520	3.740	3.960	4.180
20	4.400	4.620	4.840	5.059	5.279	5.499	5.719	5.939	6.159	6.379
30	6.599	6.819	7.039	7.259	7.479	7.699	7.919	8.139	8.359	8.579
40	8.799	9.019	9.239	9.459	9.679	9.899	10.119	10.339	10.559	10.779
50	10.999	11.219	11.439	11.659	11.879	12.099	12.319	12.539	12.759	12.979
60	13.199	13.419	13.639	13.859	14.078	14.298	14.518	14.738	14.958	15.178
70	15.398	15.618	15.838	16.058	16.278	16.498	16.718	16.938	17.158	17.378
80	17.598	17.818	18.038	18.258	18.478	18.698	18.918	19.138	19.358	19.578
90	19.798	20.018	20.238	20.458	20.678	20.898	21.118	21.338	21.558	21.778
100	21.998	22.218	22.438	22.658	22.878	23.098	23.318	23.537	23.757	23.977

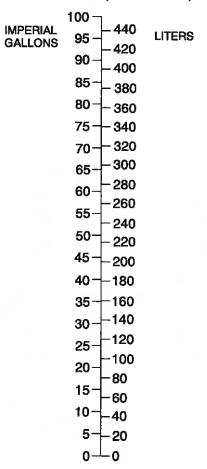
IMPERIAL GALLONS INTO LITERS GALLONS IMPERIAL EN LITRES

IG	0	1	2	3	4	5	6	7	8	9
	Lt									
0		4.546	9.092	13.638	18.184	22.730	27.276	31.822	36.368	40.914
10	45.460	50.006	54.552	59.097	63.643	68.189	72.735	77.281	81.827	86.373
20	90.919	95.465	100.01	104.56	109.10	113.65	118.20	122.74	127.29	131.83
30	136.38	140.93	145.47	150.02	154.56	159.11	163.66	168.20	172.75	177.29
40	181.84	186.38	190.93	195.48	200.02	204.57	209.11	213.66	218.21	222.75
50	227.30	231.84	236.39	240.94	245.48	250.03	254.57	259.12	263.67	268.21
60	272.76	277.30	281.85	286.40	290.94	295.49	300.03	304.58	309.13	313.67
70	318.22	322.76	327.31	331.86	336.40	340.95	345.49	350.04	354.59	359.13
80	363.68	368.22	372.77	377.32	381.86	386.41	390.95	395.50	400.04	404.59
90	409.14	413.68	418.23	422.77	427.32	431.87	436.41	440.96	445.50	450.05
				'						
100	454.60	459.14	463.69	468.23	472.78	477.33	481.87	486.42	490.96	495.51

Figure 1-6. Volume Conversions (Sheet 1 of 3)



(Imperial Gallons × 4.4546 = Liters) (Liters × .22 = Imperial Gallons)



Units × 10, 100, etc.



0585T1033

(Imperial Gallons × 1.2 = U.S. Gallons) (U.S. Gallons × .833 = Imperial Gallons) (U.S. Gallons × 3.785 = Liters) (Liters × .264 = U.S. Gallons)

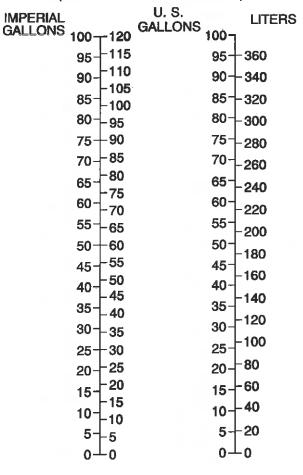


Figure 1-6. Volume Conversions (Sheet 3 of 3)

Apr 30/01 1-23

Units \times 10, 100, etc.

TEMPERATURE CONVERSIONS

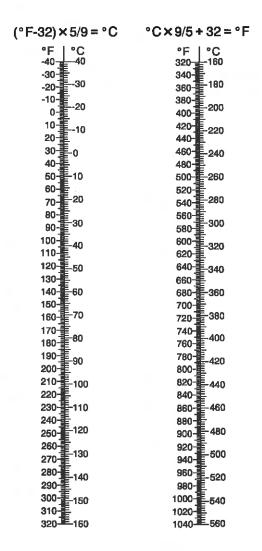


Figure 1-7. Temperature Conversions

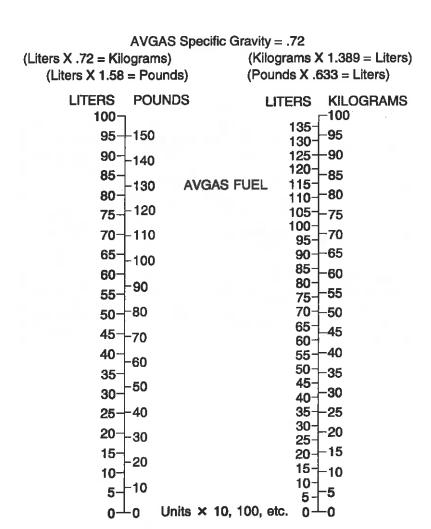


Figure 1-8. Volume to Weight Conversion

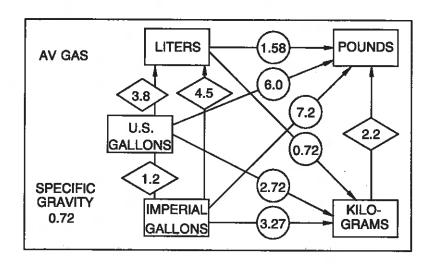


Figure 1-9. Quick Conversions

SECTION 2 LIMITATIONS

TABLE OF CONTENTS	Page
Introduction	2-3
Airspeed Limitations	2-4
Airspeed Indicator Markings	2-5
Powerplant Limitations	2-5
Powerplant Instrument Markings	2-6
Weight Limits	2-7
Center Of Gravity Limits	2-7
Normal Category	2-7
Maneuver Limits	2-8
Flight Load Factor Limits	2-8
Kinds Of Operation Limits	2-8
Fuel Limitations	2-8
Maximum Operating Altitude Limit	2-9
Other Limitations	2-9
Flap Limitations	2-9
Placards	2-10

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INTRODUCTION

Section 2 includes operating limitations, instrument markings, and basic placards necessary for the safe operation of the airplane, its engine, standard systems and standard equipment. The limitations included in this section and in Section 9 have been approved by the Federal Aviation Administration. Observance of these operating limitations is required by Federal Aviation Regulations.

NOTE

Refer to Supplements, Section 9 of this Handbook for amended operating limitations, operating procedures, performance data and other necessary information for airplanes equipped with specific options.

NOTE

The airspeeds listed in the Airspeed Limitations chart (Figure 2-1) and the Airspeed Indicator Markings chart (Figure 2-2) are based on Airspeed Calibration data shown in Section 5 with the normal static source. If the alternate static source is being used, ample margins should be observed to allow for the airspeed calibration variations between the normal and alternate static sources as shown in Section 5...

The Cessna Model No. T182T is certificated under FAA Type Certificate No. 3A13.

Apr 30/01 2-3

AIRSPEED LIMITATIONS

Airspeed limitations and their operational significance are shown in Figure 2-1.

SYMBOL	SPEED	KCAS	KIAS	REMARKS
V _{NE}	Never Exceed Speed	170	175	Do not exceed this speed in any operation.
V _{NO}	Maximum Structural Cruising Speed	137	140	Do not exceed this speed except in smooth air, and then only with caution.
VA	Maneuvering Speed: 3100 Pounds 2600 Pounds 2100 Pounds	110 101 92	110 101 91	Do not make full or abrupt control movements above this speed.
V _{FE}	Maximum Flap Extended Speed: 0° to 10° Flaps 10° to 20° Flaps 20° to FULL Flaps	137 119 100	140 120 100	Do not exceed this speed with flaps down.
	Maximum Window Open Speed	170	175	Do not exceed this speed with windows open.

Figure 2-1. Airspeed Limitations

AIRSPEED INDICATOR MARKINGS

Airspeed indicator markings and their color code significance are shown in Figure 2-2.

MARKING	KIAS VALUE OR RANGE	SIGNIFICANCE
White Arc		Full Flap Operating Range. Lower limit is maximum weight V _{SO} in landing configuration. Upper limit is maximum speed permissible with flaps extended.
Green Arc	51 -140	Normal Operating Range. Lower limit is maximum weight V _S at most forward C.G. with flaps retracted. Upper limit is maximum structural cruising speed.
Yellow Arc		Operations must be conducted with caution and only in smooth air.
Red Line	175	Maximum speed for all operations.

Figure 2-2. Airspeed Indicator Markings

POWERPLANT LIMITATIONS

Engine Manufacturer: Textron Lycoming. Engine Model Number: TIO-540-AK1A.

Engine Operating Limits for Takeoff and Continuous Operations:

Maximum Continuous Power: 235 rated BHP at 32 in. Hg and

2400 RPM.

Maximum Cylinder Head Temperature: 500°F (260°C)

Maximum Oil Temperature: 245°F (118°C).

Oil Pressure, Minimum: 20 PSI. Maximum: 115 PSI.

Fuel Grade: See Fuel Limitations.

Oil Grade (Specification):

MIL-L-22851 or SAÉ J1899 Aviation Grade Ashless Dispersant Oil: Oil conforming to Textron Lycoming Service Instruction No. 1014, and all revisions and supplements thereto, must be used.

Apr 30/01 2-5

Propeller Manufacturer: McCauley Propeller Systems. Propeller Model Number: B3D36C442-C/80VSB-1.

Propeller Diameter: 79 inches

Propeller Blade Angle at 30 Inch Station:

Low: 15.3° High: 35.4°

POWERPLANT INSTRUMENT MARKINGS

Powerplant instrument markings and their color code significance are shown in Figure 2-3.

INSTRUMENT	RED LINE (MINIMUM)	GREEN ARC (NORMAL OPERATING)	RED LINE (MAX)
Tachometer		2000 - 2400 RPM	2400
Manifold Pressure 15,000 - 20,000 ft SL - 15,000 ft		15-25 in. Hg 15-27 in. Hg 15-28 in. Hg	32 in. Hg
Cylinder Head Temperature	***	200 - 500°F	500°F
Oil Temperature		100 - 245°F	245°F
Oil Pressure	20 PSI	50 - 90 PSI	115 PSI
Fuel Quantity	0 (2.5 Gal. Unusable Each Tank)		
Fuel Flow		0 to 16 GPH 0 to 18 GPH	24 GPH
Vacuum		4.5 - 5.5 in.Hg	
Turbine Inlet Temperature (T.I.T.) (°F)		1350 - 1685	1685

Figure 2-3. Powerplant Instrument Markings

2-6 Feb 23/01

WEIGHT LIMITS

Maximum Ramp Weight: 3112 lbs. Maximum Takeoff Weight: 3100 lbs. Maximum Landing Weight: 2950 lbs.

Maximum Weight in Baggage Compartment:

Baggage Area A - Station 82 to 109: 120 lbs. See note below. Baggage Area B - Station 109 to 124: 80 lbs. See note below. Baggage Area C - Station 124 to 134: 80 lbs. See note below.

NOTE

The maximum allowable combined weight capacity for baggage in areas A, B and C is 200 pounds. The maximum combined allowable weight capacity for baggage in areas B and C is 80 pounds.

CENTER OF GRAVITY LIMITS

NORMAL CATEGORY

Center of Gravity Range:

Forward:

33.0 inches aft of datum at 2250 lbs. or less, with straight line variation to 35.5 inches aft of datum at 2700 lbs. or less, with straight line variation to 40.9 inches aft of datum at 3100 lbs., continuing to aft limit at 3100 lbs.

at 3100 lbs

Aft:

46.0 inches aft of datum at all weights.

Reference Datum: Front face of firewall.

Apr 30/01 2-7

MANEUVER LIMITS

This airplane is certificated in the normal category. The normal category is applicable to aircraft intended for non-aerobatic operations. These include any maneuvers incidental to normal flying, stalls (except whip stalls), lazy eights, chandelles, and turns in which the angle of bank is not more than 60°.

Aerobatic maneuvers, including spins, are not approved.

FLIGHT LOAD FACTOR LIMITS

Flight Load Factors:

*Flaps Up	+3.8g, -1.52g
	. 0. 0

*Flaps Down +2.0g

The design load factors are 150% of the above, and in all cases, the structure meets or exceeds design loads.

KINDS OF OPERATION LIMITS

The airplane as delivered is equipped for day, night, VFR, IFR. FAR Part 91 establishes the minimum required instrumentation and equipment for these operations. The reference to types of flight operations on the operating limitations placard reflects equipment installed at the time of Airworthiness Certificate issuance.

Flight into known icing conditions is prohibited.

FUEL LIMITATIONS

Total Fuel: 92.0 U.S. Gallons (46.0 gallons per tank.)

Usable Fuel: 87.0 U.S. Gallons

Unusable Fuel: 5.0 U.S. Gallons (2.5 Gallons each tank.)

NOTE

To ensure maximum fuel capacity and minimize cross-feeding when refueling, always park the airplane in a wings-level, normal ground attitude and place the fuel selector in the Left or Right position. Refer to Figure 1-1 for normal ground attitude definition.

Takeoff and land with the fuel selector valve handle in the BOTH position.

Operation on either LEFT or RIGHT tank limited to level flight only.

With 1/4 tank or less, prolonged uncoordinated flight is prohibited when operating on either left or right tank.

Approved Fuel Grades (and Colors):

100LL Grade Aviation Fuel (Blue). 100 Grade Aviation Fuel (Green).

MAXIMUM OPERATING ALTITUDE LIMIT

Certified Maximum Operating Altitude: 20,000 ft.

OTHER LIMITATIONS

FLAP LIMITATIONS

Approved Takeoff Range:	ALE BUTCHER TO BUTCHER TO THE TOTAL TO BE TO THE TOTAL TH	0° to 20°
Approved Landing Range:		0° to FULL

Apr 30/01 2-9

PLACARDS

The following information must be displayed in the form of composite or individual placards.

 In full view of the pilot: (The "DAY-NIGHT-VFR-IFR" entry, shown on the example below, will vary as the airplane is equipped).

The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category. Other operating limitations which must be complied with when operating this airplane in this category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

No acrobatic maneuvers, including spins, approved.

Flight into known icing conditions prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY-NIGHT-VFR-IFR

On control lock:

CAUTION!
CONTROL LOCK
REMOVE BEFORE STARTING ENGINE

3. On the fuel selector valve:

BOTH 87.0 GAL. TAKEOFF LANDING ALL FLIGHT ATTITUDES

> FUEL SELECTOR

PUSH DOWN ROTATE

LEFT 43.5 GAL. LEVEL FLIGHT ONLY RIGHT 43.5 GAL LEVEL FLIGHT ONLY

OFF

4. Near fuel tank filler cap:

FUEL

100LL/ 100 MIN. GRADE AVIATION GASOLINE
CAP. 43.5 U.S. GAL USABLE
CAP. 32.0 U.S. GAL. USABLE TO BOTTOM
OF FILLER INDICATOR TAB

5. On flap control indicator:

0° to 10°	140 KIAS	(Partial flap range with blue color code; also, mechanical detent at 10°.)
10° to 20°	120 KIAS	(Light blue color code; also mechanical detent 20°.)
20° to FULL	100 KIAS	(White color code.)

Apr 30/01 2-11

In baggage compartment:

120 POUNDS MAXIMUM BAGGAGE FORWARD OF BAGGAGE DOOR LATCH AND

80 POUNDS MAXIMUM BAGGAGE AFT OF BAGGAGE DOOR LATCH

MAXIMUM 200 POUNDS COMBINED

FOR ADDITIONAL LOADING INSTRUCTIONS
SEE WEIGHT AND BALANCE DATA

- A calibration card must be provided to indicate the accuracy of the magnetic compass in 30° increments.
- 8. On the oil filler cap:

OIL 9 QTS

Near airspeed indicator:

MANEUVERING SPEED - 110 KIAS

10. On the upper right instrument panel:

SMOKING PROHIBITED

11. On the lower left hand instrument panel:

FORWARD CABIN LOADING MAY EXCEED C.G. LIMITATIONS FOR ADDITIONAL LOADING INSTRUCTIONS REFER TO WEIGHT AND BALANCE DATA On auxiliary power plug door and second placard on battery box.:

CAUTION 24 VOLTS D.C.
THIS AIRCRAFT IS EQUIPPED WITH ALTERNATOR AND A
NEGATIVE GROUND SYSTEM. OBSERVE PROPER POLARITY.
REVERSE POLARITY WILL DAMAGE ELECTRICAL
COMPONENTS.

13. On the Upper Right Side of the Aft Cabin Partition:

EMERGENCY LOCATOR TRANSMITTER INSTALLED AFT OF THIS PARTITION MUST BE SERVICED IN ACCORDANCE WITH FAR PART 91.207

14. Near the center overhead light:

DOME LIGHT

		*

SECTION 3 EMERGENCY PROCEDURES

TABLE OF CONTENTS	Page
Introduction	3-3
AIRSPEEDS	
Airspeeds For Emergency Operation	3-3
EMERGENCY PROCEDURES CHECKLIST	
Engine Failures	3-4
Engine Failure During Takeoff Roll	3-4
Engine Failure Immediately After Takeoff	3-4
Engine Failure During Flight (Restart Procedures)	3-4
Forced Landings	3-5
Emergency Landing Without Engine Power	3-5
Precautionary Landing With Engine Power	3-6
Ditching	3-6
Fires	3-7
During Start On Ground	3-7
Engine Fire In Flight	3-8
Electrical Fire In Flight	3-8
Cabin Fire	3-9
Wing Fire	3-9
Icing	3-10
Inadvertent Icing Encounter	3-10
Static Source Blockage	3-11
Landing With A Flat Main Tire	3-11
Landing With A Flat Nose Tire	3-11

Feb 23/01

TABLE OF CONTENTS (Continued)

	Page
Electrical Power Supply System Malfunctions	3-12
(Full Scale Deflection)	
(Ammeter Indicates Discharge)	3-12
Vacuum System Failure	3-13
AMPLIFIED EMERGENCY PROCEDURES	
Engine Failure	3-14
Forced Landings	3-16
Landing Without Elevator Control	3-16
Fires	3-17
Emergency Operation In Clouds	
(Total Vacuum System Failure)	3-17
Executing A 180° Turn In Clouds	3-17
Emergency Descent Through Clouds	3-18
Recovery From Spiral Dive In The Clouds	3-19
Inadvertent Flight Into Icing Conditions	3-19
Static Source Blocked	3-19
Spins	3-20
Rough Engine Operation Or Loss Of Power 7	3-20
Spark Plug Fouling	3-20
Magneto Malfunction	3-21
Engine-Driven Fuel Pump Failure	3-21
Low Oil Pressure	3-21
Electrical Power Supply System Malfunctions	3-22
Excessive Rate of Charge	3-22
Insufficient Rate Of Charge	3-23
Other Emergencies	3-23
Windshield Damage	3-23

Feb 23/01

INTRODUCTION

Section 3 provides checklist and amplified procedures for coping with emergencies that may occur. Emergencies caused by airplane or engine malfunctions are extremely rare if proper preflight inspections and maintenance are practiced. Enroute weather emergencies can be minimized or eliminated by careful flight planning and good judgment when unexpected weather is encountered. However, should an emergency arise, the basic guidelines described in this section should be considered and applied as necessary to correct the problem.

AIRSPEEDS

AIRSPEEDS FOR EMERGENCY OPERATION

Engine Failure After Takeoff:	
Wing Flaps Up	75 KIAS
Wing Flaps Down	70 KIAS
Maneuvering Speed:	
3100 Lbs	110 KIAS
2600 Lbs	101 KIAS
2100 Lbs	91 KIAS
Maximum Glide:	
3100 Lbs	75 KIAS
2600 Lbs	69 KIAS
2100 Lbs	62 KIAS
Precautionary Landing With Engine Power	70 KIAS
Landing Without Engine Power:	
Wing Flaps Up	75 KIAS
Wing Flaps Down	70 KIAS

Feb 23/01 3-3

EMERGENCY PROCEDURES CHECKLIST

Procedures in the Emergency Procedures Checklist portion of this section shown in **bold faced** type are immediate action items which should be committed to memory.

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF ROLL

- 1. Throttle -- IDLE.
- 2. Brakes-- APPLY.
- 3. Wing Flaps -- RETRACT.
- 4. Mixture -- IDLE CUT OFF.
- 5. Ignition Switch -- OFF.
- 6. Master Switch -- OFF.

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

- 1. Airspeed -- 75 KIAS (flaps UP). 70 KIAS (flaps DOWN).
- Mixture -- IDLE CUT OFF.
- 3. Fuel Selector Valve -- PUSH DOWN and ROTATE TO OFF
- 4. Ignition Switch -- OFF.
- 5. Wing Flaps -- AS REQUIRED (FULL recommended).
- 6. Master Switch -- OFF.
- 7. Cabin Door -- UNLATCH.
- 8. Land -- STRAIGHT AHEAD.

ENGINE FAILURE DURING FLIGHT (Restart Procedures)

- 1. Airspeed -- 75 KIAS (Best glide speed).
- 2. Fuel Selector Valve BOTH.
- 3. Auxiliary Fuel Pump Switch -- ON.
- 4. Mixture RICH (if restart has not occurred).

3-4 Feb 23/01

5. Ignition Switch -- BOTH (or START if propeller is stopped).

NOTE

If propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn ignition switch to START, advance throttle slowly from idle, and lean the mixture from full rich, as required, to obtain smooth operation.

6. Auxiliary Fuel Pump Switch -- OFF.

NOTE

If the fuel flow indication immediately drops to zero, signifying an engine-driven fuel pump failure, return the auxiliary fuel pump switch to ON.

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

- 1. Passenger Seat Backs -- MOST UPRIGHT POSITION.
- Seats and Seat Belts -- SECURE.
- Airspeed -- 75 KIAS (flaps UP).
 70 KIAS (flaps DOWN).
- Mixture -- IDLE CUT OFF.
- Fuel Selector Valve -- PUSH DOWN and ROTATE TO OFF.
- 6. Ignition Switch -- OFF.
- 7. Wing Flaps -- AS REQUIRED (FULL recommended).
- 8. Master Switch -- OFF (when landing is assured).
- 9. Doors -- UNLATCH PRIOR TO TOUCHDOWN.
- 10. Touchdown -- SLIGHTLY TAIL LOW.
- 11. Brakes -- APPLY HEAVILY.

PRECAUTIONARY LANDING WITH ENGINE POWER

- 1. Passenger Seat Backs -- MOST UPRIGHT POSITION.
- 2. Seats and Seat Belts -- SECURE.
- 3. Airspeed -- 75 KIAS.
- 4. Wing Flaps -- 20°.
- 5. Selected Field -- FLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.
- 6. Avionics Master Switch and Electrical Switches -- OFF.
- 7. Wing Flaps -- FULL (on final approach).
- 8. Airspeed -- 70 KIAS.
- 9. Master Switch -- OFF.
- 10. Doors -- UNLATCH PRIOR TO TOUCHDOWN.
- 11. Touchdown -- SLIGHTLY TAIL LOW.
- 12. Mixture -- IDLE CUT OFF.
- 13. Ignition Switch -- OFF.
- 14. Brakes -- APPLY HEAVILY

DITCHING

- 1. Radio -- TRANSMIT MAYDAY on 121.5 MHz, giving location and intentions and SQUAWK 7700 (if installed).
- 2. Heavy Objects (in baggage area) -- SECURE OR JETTISON (if possible).
- 3. Passenger Seat Backs -- MOST UPRIGHT POSITION.
- 4. Seats and Seat Belts -- SECURE.
- 5. Wing Flaps -- 20° to FULL.
- 6. Power -- ESTABLISH 300 FT/MIN DESCENT AT 65 KIAS.

NOTE

If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10° flaps.

- 7. Approach -- High Winds, Heavy Seas -- INTO THE WIND.
 Light Winds, Heavy Swells -- PARALLEL TO SWELLS.
- 8. Cabin Doors -- UNLATCH.
- 9. Touchdown -- LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT.

SECTION 3 -EMERGENCY PROCEDURES FAA APPROVED

- 10. Face -- CUSHION at touchdown with folded coat.
- 11. ELT -- Activate.
- 12. Airplane -- EVACUATE through cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
- 13. Life Vests and Raft -- INFLATE WHEN CLEAR OF AIRPLANE.

FIRES

DURING START ON GROUND

 Cranking - CONTINUE to get a start which would suck the flames and accumulated fuel into the engine.

If engine starts:

- 2. Power -- 1700 RPM for a few minutes.
- 3. Engine -- SHUTDOWN and inspect for damage.

If engine fails to start:

- 4. Throttle -- FULL OPEN.
- 5. Mixture IDLE CUT OFF.
- 6. Cranking -- CONTINUE.
- 7. Fuel Selector Valve PUSH DOWN and ROTATE TO OFF.
- 8. Auxiliary Fuel Pump OFF.
- Fire Extinguisher -- OBTAIN (have ground attendants obtain if not installed).
- 10. Engine -- SÉCURE.
 - a. Master Switch -- OFF.
 - b. Ignition Switch -- OFF
- 11. Parking Brake -- RELEASE.
- 12. Airplane -- EVACUATE.
- Fire -- EXTINGUISH using fire extinguisher, wool blanket, or dirt.
- 14. Fire Damage -- INSPECT, repair damage or replace damaged components or wiring before conducting another flight.

Feb 23/01 3-7

ENGINE FIRE IN FLIGHT

- 1. Mixture IDLE CUT OFF.
- 2. Fuel Selector Valve PUSH DOWN and ROTATE TO OFF.
- 3. Auxiliary Fuel Pump Switch OFF.
- 4. Master Switch -- OFF.
- 5. Cabin Heat and Air -- OFF (except overhead vents).
- Airspeed -- 100 KIAS (If fire is not extinguished, increase glide speed to find an airspeed - within airspeed limitations - which will provide an incombustible mixture).
- 7. Forced Landing -- EXECUTE (as described in Emergency Landing Without Engine Power).

ELECTRICAL FIRE IN FLIGHT

- 1. Master Switch -- OFF.
- 2. Vents, Cabin Air, Heat CLOSED.
- 3. Fire Extinguisher -- ACTIVATE (if available).
- 4. Avionics Master Switch -- OFF.
- 5. All Other Switches (except ignition switch) -- OFF.

A WARNING

AFTER DISCHARGING FIRE EXTINGUISHER AND ASCERTAINING THAT FIRE HAS BEEN EXTINGUISHED, VENTILATE THE CABIN.

Vents/Cabin Air/Heat -- OPEN when it is ascertained that fire is completely extinguished.

If fire has been extinguished and electrical power is necessary for continuance of flight to nearest suitable airport or landing area:

- 7. Master Switch -- ON.
- 8. Circuit Breakers -- CHECK for faulty circuit, do not reset.
- 9. Radio Switches -- OFF.
- 10. Avionics Master Switch -- ON.
- 11. Radio/Electrical Switches -- ON one at a time, with delay after each until short circuit is localized.

3-8 Feb 23/01

CABIN FIRE

- 1. Master Switch -- OFF.
- Vents/Cabin Air/Heat CLOSED (to avoid drafts).
- 3. Fire Extinguisher ACTIVATE (if available).

WARNING

AFTER DISCHARGING FIRE EXTINGUISHER AND ASCERTAINING THAT FIRE HAS BEEN EXTINGUISHED, VENTILATE THE CABIN.

- 4. Vents/Cabin Air/Heat -- Open when it is ascertained that fire is completely extinguished.
- 5. Land the airplane as soon as possible to inspect for damage.

WING FIRE

- 1. Landing/Taxi Light Switches -- OFF,
- 2. Navigation Light Switch OFF.
- 3. Strobe Light Switch -- OFF.
- 4. Pitot Heat Switch -- OFF.

NOTE

Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for final approach and touchdown.

Feb 23/01 3-9

ICING

INADVERTENT ICING ENCOUNTER

- 1. Turn pitot heat switch ON.
- 2. Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
- 3. Pull cabin heat control full out and rotate defroster control clockwise to obtain maximum defroster airflow.
- 4. Increase engine speed to minimize ice build-up on propeller blades.
- Watch for signs of induction air filter icing. An unexplained loss of manifold pressure could be caused by ice blocking the air intake filter. Adjust the throttle as desired to set manifold pressure. Adjust mixture, as required, for any change in power settings.
- 6. Plan a landing at the nearest airport. With an extremely rapid ice build up, select a suitable "off airport" landing site.
- 7. With an ice accumulation of 1/4 inch or more on the wing leading edges, be prepared for significantly higher stall speed.
- Leave wing flaps retracted. With a severe ice build up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
- 9. Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
- 10. Perform a landing approach using a forward slip, if necessary, for improved visibility.
- Approach at 80 to 90 KIAS depending upon the amount of the accumulation.
- 12. Perform a landing in level attitude.

3-10 Feb 23/01

STATIC SOURCE BLOCKAGE (Erroneous Instrument Reading Suspected)

- 1. Static Pressure Alternate Source Valve PULL ON.
- 2. Airspeed -- Consult appropriate calibration table in Section 5.
- 3. Altitude -- Consult altimeter correction table in Section 5.

LANDING WITH A FLAT MAIN TIRE

1. Approach -- NORMAL.

2. Wing Flaps -- FULL DOWN.

3. Touchdown -- GOOD MAIN TIRE FIRST, hold airplane off flat tire as long as possible with aileron control.

 Directional Control -- MAINTAIN using brake on good wheel as required.

LANDING WITH A FLAT NOSE TIRE

1. Approach -- NORMAL.

2. Flaps -- AS REQUIRED.

3. Touchdown -- ON MAINS, hold nose wheel off the ground as long as possible.

4. When nose wheel touches down, maintain full up elevator as airplane slows to stop.

Apr 30/01 3-11

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

AMMETER SHOWS EXCESSIVE RATE OF CHARGE (Full Scale Deflection)

Alternator -- OFF.

A CAUTION

WITH THE ALTERNATOR SIDE OF THE MASTER SWITCH OFF, COMPASS DEVIATIONS OF AS MUCH AS 25° MAY OCCUR.

- Nonessential Electrical Equipment -- OFF.
- 3. Flight -- TERMINATE as soon as practical.

LOW VOLTAGE ANNUNCIATOR (VOLTS) ILLUMINATES DURING FLIGHT (Ammeter Indicates Discharge)

NOTE

Illumination of "VOLTS" on the annunciator panel may occur during low RPM conditions with an electrical load on the system such as during a low RPM taxi. Under these conditions, the annunciator will go out at higher RPM. The master switch need not be recycled since an overvoltage condition has not occurred to deactivate the alternator system.

- Avionics Master Switch -- OFF.
- 2. Alternator Circuit Breaker (ALT FLD) -- CHECK IN.
- 3. Master Switch -- OFF (both sides).
- 4. Master Switch -- ON.
- 5. Low Voltage Annunciator (VOLTS) -- CHECK OFF
- 6. Avionics Master Switch -- ON.

If low voltage annunciator (VOLTS) illuminates again:

7. Alternator-- OFF.

A CAUTION

WITH THE ALTERNATOR SIDE OF THE MASTER SWITCH OFF, COMPASS DEVIATIONS OF AS MUCH AS 25° MAY OCCUR.

- 8. Nonessential Radio and Electrical Equipment -- OFF.
- 9. Flight -- TERMINATE as soon as practical.

VACUUM SYSTEM FAILURE

Left Vacuum Annunciator (L VAC) or Right Vacuum Annunciator (VAC R) Illuminates.

A CAUTION

IF VACUUM IS NOT WITHIN NORMAL OPERATING LIMITS, A FAILURE HAS OCCURRED IN THE VACUUM SYSTEM AND PARTIAL PANEL PROCEDURES MAY BE REQUIRED FOR CONTINUED FLIGHT.

 Vacuum Gauge - CHECK to ensure vacuum within normal operating limits.

Feb 23/01 3-13

AMPLIFIED EMERGENCY PROCEDURES

The following Amplified Emergency Procedures elaborate upon information contained in the Emergency Procedures Checklists portion of this section. These procedures also include information not readily adaptable to a checklist format, and material to which a pilot could not be expected to refer in resolution of a specific emergency. This information should be reviewed in detail prior to flying the airplane, as well as reviewed on a regular basis to keep pilot's knowledge of procedures fresh.

ENGINE FAILURE

If an engine failure occurs during the takeoff roll, the most important thing to do is stop the airplane on the remaining runway. Those extra items on the checklist will provide added safety after a failure of this type.

Prompt lowering of the nose to maintain airspeed and establish a glide attitude is the first response to an engine failure after takeoff. In most cases, the landing should be planned straight ahead with only small changes in direction to avoid obstructions. Altitude and airspeed are seldom sufficient to execute a 180° gliding turn necessary to return to the runway. The checklist procedures assume that adequate time exists to secure the fuel and ignition systems prior to touchdown.

After an engine failure in flight, the most important course of action is to continue flying the airplane. The best glide speed, as shown in Figure 3-1, should be established as quickly as possible. While gliding toward a suitable landing area, an effort should be made to identify the cause of the failure. If time permits, an engine restart should be attempted as shown in the checklist. If the engine cannot be restarted, a forced landing without power must be completed.

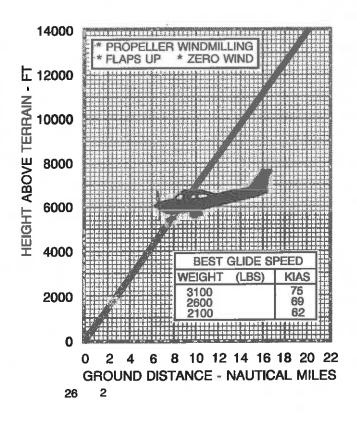


Figure 3-1. Maximum Glide

Feb 23/01 3-15

FORCED LANDINGS

If all attempts to restart the engine fail and a forced landing is imminent, select a suitable field and prepare for the landing as discussed under the Emergency Landing Without Engine Power checklist. Transmit Mayday message on 121.5 MHz giving location, intentions, and squawk.

Before attempting an "off airport" landing with engine power available, one should fly over the landing area at a safe but low altitude to inspect the terrain for obstructions and surface conditions, proceeding as discussed under the Precautionary Landing With Engine Power checklist.

Prepare for ditching by securing or jettisoning heavy objects located in the baggage area and collect folded coats for protection of occupants' face at touchdown. Transmit Mayday message on 121.5 MHz giving location and intentions and squawk 7700. Avoid a landing flare because of difficulty in judging height over a water surface. The checklist assumes the availability of power to make a precautionary water landing. If power is not available, use of the airspeeds noted with minimum flap extension will provide a more favorable attitude for a power off ditching.

In a forced landing situation, do not turn off the AVIONICS MASTER switch or airplane MASTER switch until a landing is assured. Premature deactivation of the switches will disable the airplane electrical systems.

Before performing a forced landing, especially in remote and mountainous areas, activate the ELT transmitter by positioning the cockpit-mounted switch to the ON position. For complete information on ELT operation, refer to the Supplements, Section 9.

LANDING WITHOUT ELEVATOR CONTROL

Trim for horizontal flight with an airspeed of approximately 80 KIAS by using throttle and elevator trim controls. Then **do not change the elevator trim control setting**; control the glide angle by adjusting power exclusively.

At flare out, the nose down moment resulting from power reduction is an adverse factor and the airplane may hit on the nose wheel. Consequently, at flare out, the elevator trim control should be adjusted toward the full nose up position and the power adjusted so that the airplane will rotate to the horizontal attitude for touchdown. Close the throttle at touchdown.

FIRES

Although engine fires are extremely rare in flight, the steps of the appropriate checklist should be followed if one is encountered. After completion of this procedure, execute a forced landing. Do not attempt to restart the engine.

The initial indication of an electrical fire is usually the odor of burning insulation. The checklist for this problem should result in elimination of the fire.

EMERGENCY OPERATION IN CLOUDS (Total Vacuum System Failure)

If both the vacuum pumps fail in flight, the directional indicator and attitude indicator will be disabled, and the pilot will have to rely on the turn coordinator if he inadvertently flies into clouds. If an_ autopilot is installed, it too may be affected. Refer to Section 9, Supplements, for additional details concerning autopilot operations. The following instructions assume that only the electrically powered turn coordinator is operative, and that the pilot is not completely proficient in instrument flying.

EXECUTING A 180° TURN IN CLOUDS

Upon inadvertently entering the clouds, an immediate plan should be made to turn back as follows:

Note the compass heading.

2. Using the clock, initiate a standard rate left turn, holding the turn coordinator symbolic airplane wing opposite the lower left index mark for 60 seconds. Then roll back to level flight by leveling the miniature airplane.

3. Check accuracy of the turn by observing the compass heading

which should be the reciprocal of the original heading.

Apr 30/01 3-17

SECTION 3 - EMERGENCY PROCEDURES FAA APPROVED

- If necessary, adjust heading primarily with skidding motions rather than rolling motions so that the compass will read more accurately.
- Maintain altitude and airspeed by cautious application of elevator control. Avoid over controlling by keeping the hands off the control wheel as much as possible and steering only with rudder.

EMERGENCY DESCENT THROUGH CLOUDS

If conditions preclude reestablishment of VFR flight by a 180° turn, a descent through a cloud deck to VFR conditions may be appropriate. If possible, obtain radio clearance for an emergency descent through clouds. To guard against a spiral dive, choose an easterly or westerly heading to minimize compass card swings due to changing bank angles. In addition, keep hands off the control wheel and steer a straight course with rudder control by monitoring the turn coordinator. Occasionally check the compass heading and make minor corrections to hold an approximate course. Before descending into the clouds, set up a stabilized letdown condition as follows:

- 1. Apply full rich mixture.
- 2. Reduce power to set up a 500 to 800 ft/min rate of descent.
- 3. Adjust the elevator trim and rudder trim for a stabilized descent at 80 KIAS.
- 4. Keep hands off the control wheel.
- Monitor turn coordinator and make corrections by rudder alone.
- Adjust rudder trim to relieve unbalanced rudder force, if present.
- 7. Check trend of compass card movement and make cautious corrections with rudder to stop the turn.
- 8. Upon breaking out of clouds, resume normal cruising flight.

RECOVERY FROM SPIRAL DIVE IN THE CLOUDS

If a spiral is encountered in the clouds, proceed as follows:

1. Retard throttle to idle position.

- Stop the turn by using coordinated aileron and rudder control to align the symbolic airplane in the turn coordinator with the horizon reference line.
- Cautiously apply elevator back pressure to slowly reduce the airspeed to 80 KIAS.
- 4. Adjust the elevator trim control to maintain an 80 KIAS glide.
- 5. Keep hands off the control wheel, using rudder control to hold a straight heading.
- Clear engine occasionally, but avoid using enough power to disturb the trimmed glide.
- 7. Upon breaking out of clouds, resume normal cruising flight.

INADVERTENT FLIGHT INTO ICING CONDITIONS

Flight into icing conditions is prohibited and extremely dangerous. An inadvertent encounter with these conditions can best be handled using the checklist procedures. The best procedure, of course, is to turn back or change altitude to escape icing conditions.

STATIC SOURCE BLOCKED

If erroneous readings of the static source instruments (airspeed, altimeter and vertical speed) are suspected, the static pressure alternate source valve should be pulled on, thereby supplying static pressure to these instruments from the cabin.

With the alternate static source on, refer to the Alternate Static Source Airspeed Calibration table in Section 5 for additional details.

Maximum airspeed and altimeter variation from normal is 5 knots and 50 feet over the normal operating range with the window(s) closed. See Section 5 tables for airspeed calibration data.

Apr 30/01 3-19

SPINS

Intentional spins are prohibited in this airplane. Should an inadvertent spin occur, the following recovery procedure should be used:

- 1. RETARD THROTTLE TO IDLE POSITION.
- 2. PLACE AILERONS IN NEUTRAL POSITION.
- 3. APPLY AND HOLD FULL RUDDER OPPOSITE TO THE DIRECTION OF ROTATION.
- 4. JUST **AFTER** THE RUDDER REACHES THE STOP, MOVE THE CONTROL WHEEL **BRISKLY** FORWARD FAR ENOUGH TO BREAK THE STALL.
- HOLD THESE CONTROL INPUTS UNTIL ROTATION STOPS. Premature relaxation of the control inputs may extend the recovery.
- 6. AS ROTATION STOPS, NEUTRALIZE RUDDER, AND MAKE A SMOOTH RECOVERY FROM THE RESULTING DIVE.

NOTE

If disorientation precludes a visual determination of the direction of rotation, the symbolic airplane in the turn coordinator may be referred to for this information.

ROUGH ENGINE OPERATION OR LOSS OF POWER

SPARK PLUG FOULING

A slight engine roughness in flight may be caused by one or more spark plugs becoming fouled by carbon or lead deposits. This may be verified by turning the ignition switch momentarily from BOTH to either L or R position. An obvious power loss in single ignition operation is evidence of spark plug or magneto trouble. Assuming that spark plugs are the more likely cause, lean the mixture to the recommended lean setting for cruising flight. If the problem does not clear up in several minutes, determine if a richer mixture setting will produce smoother operation. If not, proceed to the nearest airport for repairs using the BOTH position of the ignition switch unless extreme roughness dictates the use of a single ignition position.

3-20 Feb 23/01

MAGNETO MALFUNCTION

A sudden engine roughness or misfiring is usually evidence of magneto problems. Switching from BOTH to either L or R ignition switch position will identify which magneto is malfunctioning. Select different power settings and enrichen the mixture to determine if continued operation on BOTH magnetos is practicable. If not, switch to the good magneto and proceed to the nearest airport for repairs.

ENGINE-DRIVEN FUEL PUMP FAILURE

Failure of the engine-driven fuel pump will be evidenced by a sudden reduction in the fuel flow indication immediately prior to a loss of power, while operating from a fuel tank containing adequate fuel.

In the event of an engine-driven fuel pump failure, immediately turn the auxiliary fuel pump switch ON to restore the engine power. In this event, the flight should be terminated when practical and the fuel pump repaired.

LOW OIL PRESSURE

If the low oil pressure annunciator (OIL PRESS) illuminates, check the oil pressure gauge to confirm low oil pressure condition. If gauge oil pressure and oil temperature remains normal, it is possible the oil pressure sending unit or relief valve is malfunctioning. However, land at the nearest airport to inspect the source of trouble.

If a total loss of oil pressure is accompanied by a rise in oil temperature, there is good reason to suspect an engine failure is imminent. Reduce engine power immediately and select a suitable forced landing field. Use only the minimum power required to reach the desired touchdown spot.

Feb 23/01 3-21

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

Malfunctions in the electrical power supply system can be detected by periodic monitoring of the ammeter and low voltage annunciator (VOLTS); however, the cause of these malfunctions is usually difficult to determine. A broken alternator drive belt or wiring is most likely the cause of alternator failures, although other factors could cause the problem. A defective alternator control unit can also cause malfunctions. Problems of this nature constitute an electrical emergency and should be dealt with immediately. Electrical power malfunctions usually fall into two categories: excessive rate of charge and insufficient rate of charge. The following paragraphs describe the recommended remedy for each situation.

EXCESSIVE RATE OF CHARGE

After engine starting and heavy electrical usage at low engine speeds (such as extended taxing) the battery condition will be low enough to accept above normal charging during the initial part of a flight. However, after thirty minutes of cruising flight, the ammeter should be indicating less than two needle widths of charging current. If the charging rate were to remain above this value on a long flight, the battery would overheat and evaporate the electrolyte at an excessive rate.

Electronic components in the electrical system can be adversely affected by higher than normal voltage. The alternator control unit includes an overvoltage sensor which normally will automatically shut down the alternator if the charge voltage reaches approximately 31.5 volts. If the overvoltage sensor malfunctions, as evidenced by an excessive rate of charge shown on the ammeter, the alternator should be turned off, nonessential electrical equipment turned off and the flight terminated as soon as practical.

INSUFFICIENT RATE OF CHARGE

NOTE

Illumination of the low voltage annunciator (VOLTS) and ammeter discharge indications may occur during low RPM conditions with an electrical load on the system, such as during a low RPM taxi. Under these conditions, the light will go out at higher RPM.

If the overvoltage sensor should shut down the alternator and trip the alternator circuit breaker (ALT FLD), or if the alternator output is low, a discharge rate will be shown on the ammeter followed by illumination of the low voltage annunciator (VOLTS). Since this may be a "nuisance" trip out, an attempt should be made to reactivate the alternator system. To reactivate, turn the avionics master switch off, check that the alternator circuit breaker (ALT FLD) is in, then turn both sides of the master switch off and then on again. If the problem no longer exists, normal alternator charging will resume and the low voltage annunciator (VOLTS) will go off. The avionics master switch may then be turned back on.

If the annunciator illuminates again, a malfunction is confirmed. In this event, the flight should be terminated and/or the current drain on the battery minimized because the battery can supply the electrical system for only a limited period of time. Battery power must be conserved for later operation of the wing flaps and, if the emergency occurs at night, for possible use of the landing lights during landing.

OTHER EMERGENCIES

WINDSHIELD DAMAGE

If a bird strike or other incident should damage the windshield in flight to the point of creating an opening, a significant loss in performance may be expected. This loss may be minimized in some cases (depending on amount of damage, altitude, etc.) by opening the side windows while the airplane is maneuvered for a landing at the nearest airport. If airplane performance or other adverse conditions preclude landing at an airport, prepare for an "off airport" landing in accordance with the Precautionary Landing With Engine Power or Ditching checklists.

SECTION 4 NORMAL PROCEDURES

TABLE OF CONTENTS	Page
Introduction	4-5
AIRSPEEDS	
Airspeeds For Normal Operation	4-5
CHECKLIST PROCEDURES	
Preflight Inspection	4-7
Cabin	4-7
Empennage	4-8
Right Wing, Trailing Edge	4-8
Right Wing	4-8
Nose	4-9
Left Wing	4-10
Left Wing, Leading Edge	4-11
Left Wing, Trailing Edge	4-11
Before Starting Engine	4-11
Starting Engine (With Battery)	4-12
	4-12
	4-13
Takeoff	4-14
Normal Takeoff	4-14
Short Field Takeoff	4-14
Enroute Climb	4-15
Normal Climb	4-15
Maximum Performance Climb	4-15
Cruise	4-15

TABLE OF CONTENTS (Continued)

TABLE OF CONTENTS (Continued)	
	Page
Descent	4-15
Before Landing	4-16
Landing	4-16
Normal Landing	4-16
Short Field Landing	4-16
Balked Landing	4-17
After Landing	4-17
Securing Airplane	4-17
AMPLIFIED NORMAL PROCEDURES	
Preflight Inspection	4-18
Starting Engine	4-19
Starting (General)	4-19
Taxiing	4-20
Before Takeoff	4-22
Warm Up	4-22
Magneto Check	4-22
Alternator Check	4-22
Elevator Trim	4-23
Landing Lights	4-23
Takeoff	4-23
Power Check	4-23
Wing Flap Settings	4-24
Crosswind Takeoff	4-24
Enroute Climb	4-24
Cruise	4-25
Leaning With the T.I.T. Indicator	4-27
Fuel Savings Procedures for Normal Flight Operations	4-29
Fuel Vapor Procedures	4-29

TABLE OF CONTENTS (Continued)

	Page
Stalls	4-31
Descent	4-31
Landing ,	4-31
Normal Landing	4-31
Short Field Landing	4-32
Crosswind Landing	4-32
Balked Landing	4-32
Cold Weather Operation	4-33
Starting	4-34
Hot Weather Operation	4-35
Noise Characteristics And Noise Reduction	4-35



INTRODUCTION

Section 4 provides checklist and amplified procedures for the conduct of normal operation. Normal procedures associated with optional systems can be found in the Supplements, Section 9.

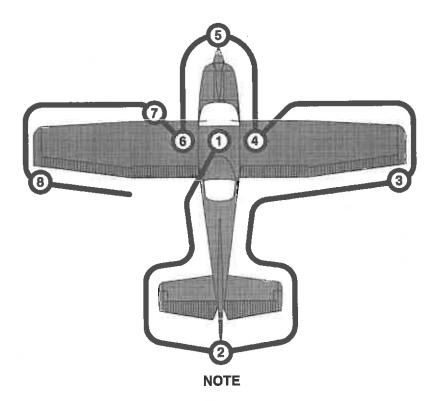
AIRSPEEDS

AIRSPEEDS FOR NORMAL OPERATION

Unless otherwise noted, the following speeds are based on a maximum weight and may be used for any lesser weight.

Takeoff:		
Normal Climb Out	70-80	KIAS
Short Field Takeoff, Flaps 20°, Speed at 50 Feet	. 60	KIAS
Enroute Climb, Flaps Up:		
Normal, Sea Level 9	30-100	KIAS
Best Rate-of-Climb, Sea Level		KIAS
Best Rate-of-Climb, 20,000 Feet		KIAS
Best Angle-of-Climb, Sea Level		KIAS
Best Angle-of-Climb, 20,000 Feet		KIAS
Landing Approach:		
Normal Approach, Flaps Up	70-80	KIAS
Normal Approach, Flaps Full	60-70	
Short Field Approach, Flaps Full		KIAS
Balked Landing:		
Maximum Power, Flaps 20°	55	KIAS
Maximum Recommended Turbulent Air Penetration Spee		1 ()
3100 Lbs		KIAS
2600 Lbs		KIAS
		KIAS
2100 Lbs Maximum Demonstrated Crosswind Velocity:	91	NAO
	15 KN	OTO
Takeoff or Landing	יואן כו	1013

Apr 30/01 4-5



Visually check airplane for general condition during walkaround inspection. Airplane should be parked in a normal ground attitude (refer to Figure 1-1) to ensure that fuel drain valves allow for accurate sampling. Use of the refueling steps and assist handles will simplify access to the upper wing surfaces for visual checks and refueling In cold weather, remove even operations. accumulations of frost, ice or snow from wing, tail and control surfaces. Also, make sure that control surfaces contain no internal accumulations of ice or debris. Prior to flight, check that pitot heater is warm to touch within 30 seconds with battery and pitot heat switches on. If a night flight is planned, check operation of all lights, and make sure a flashlight is available.

Figure 4-1. Preflight Inspection

CHECKLIST PROCEDURES

PREFLIGHT INSPECTION

(1) CABIN

- 1. Pitot Tube Cover -- REMOVE. Check for pitot blockage.
- 2. Pilot's Operating Handbook -- AVAILABLE IN THE AIRPLANE.
- 3. Airplane Weight and Balance -- CHECKED.
- 4. Parking Brake -- SET.
- 5. Control Wheel Lock -- REMOVE.
- 6. Ignition Switch -- OFF.
- 7. Avionics Master Switch -- OFF.

WARNING

WHEN TURNING ON THE MASTER SWITCH, USING AN EXTERNAL POWER SOURCE, OR PULLING THE PROPELLER THROUGH BY HAND, TREAT THE PROPELLER AS IF THE IGNITION SWITCH WERE ON. DO NOT STAND, NOR ALLOW ANYONE ELSE TO STAND, WITHIN THE ARC OF THE PROPELLER, SINCE A LOOSE OR BROKEN WIRE OR A COMPONENT MALFUNCTION COULD CAUSE THE PROPELLER TO ROTATE.

- 8. Master Switch -- ON.
- Fuel Quantity Indicators -- CHECK QUANTITY and ENSURE LOW FUEL ANNUNCIATORS (L LOW FUEL R) ARE EXTINGUISHED.
- Avionics Master Switch -- ON.
- 11. Avionics Cooling Fan -- CHECK AUDIBLY FOR OPERATION.
- 12. Avionics Master Switch -- OFF.
- 13. Static Pressure Alternate Source Valve -- OFF.
- 14. Annunciator Panel Switch -- PLACE AND HOLD IN TST POSITION and ensure all amber and red annunciators illuminate.
- 15. Annunciator Panel Test Switch -- RELEASE. Check that appropriate annunciators remain on.

Feb 23/01 4-7

NOTE

When Master Switch is turned ON, some annunciators will flash for approximately 10 seconds before illuminating steadily. When panel TST switch is toggled up and held in position, all remaining lights will flash until the switch is released.

- 16. Fuel Selector Valve -- BOTH.
- 17. Flaps -- EXTEND.
- 18. Pitot Heat -- ON. (Carefully check that pitot tube is warm to the touch within 30 seconds.)
- 19. Stall Warning -- CHECK. (To check the system, place the vane upward; a sound from the warning horn with the master switch on will confirm system operation.)
- 20. Pitot Heat -- OFF.
- 21. Master Switch -- OFF.
- 22. Trim Controls -- NEUTRAL.
- 23. Oxygen Supply Pressure -- CHECK.
- 24. Oxygen Masks -- CHECK.
- 25. Baggage Door -- CHECK, lock with key.

2 EMPENNAGE

- Oxygen Overboard Discharge Indicator -- CHECK for green oxygen high pressure relief disc.
- 2. Rudder Gust Lock (if installed) -- REMOVE.
- 3. Tail Tie-Down -- DISCONNECT.
- 4. Control Surfaces -- CHECK freedom of movement and security.
- 5. Trim Tab -- CHECK security.
- Antennas -- CHECK for security of attachment and general condition.

3 RIGHT WING Trailing Edge

- 1. Alleron -- CHECK freedom of movement and security.
- 2. Flap -- CHECK for security and condition.

4 RIGHT WING

- 1. Wing Tie-Down -- DISCONNECT.
- 2. Fuel Tank Vent Opening -- CHECK for blockage.

Main Wheel Tire -- CHECK for proper inflation and general condition (weather checks, tread depth and wear, etc...).

4. Fuel Tank Sump Quick Drain Valves -- DRAIN at least a cupful of fuel (using sampler cup) from each sump location to check for water, sediment, and proper fuel grade before each flight and after each refueling. If water is observed, take further samples until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from all fuel drain points until all contamination has been removed. If contaminants are still present, refer to WARNING below and do not fly airplane.

A WARNING

IF, AFTER REPEATED SAMPLING, EVIDENCE OF CONTAMINATION STILL EXISTS, THE AIRPLANE SHOULD NOT BE FLOWN. TANKS SHOULD BE DRAINED AND SYSTEM PURGED BY QUALIFIED MAINTENANCE PERSONNEL. ALL EVIDENCE OF CONTAMINATION MUST BE REMOVED BEFORE FURTHER FLIGHT.

- 5. Fuel Quantity -- CHECK VISUALLY for desired level.
- 6. Fuel Filler Cap -- SECURE and VENT UNOBSTRUCTED.

(5) NOSE

1. Static Source Opening (right side of fuselage) -- CHECK for

blockage.

2. Fuel Strainer Quick Drain Valve (Located on lower right side engine cowling) -- DRAIN at least a cupful of fuel (using sampler cup) from valve to check for water, sediment, and proper fuel grade before each flight and after each refueling. If water is observed, take further samples until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from all fuel drain points, including the fuel return line and the fuel selector until all contamination has been removed. If contaminants are still present, refer to WARNING above and do not fly airplane.

- Engine Oil Dipstick/Filler Cap -- CHECK oil level, then check dipstick/filler cap SECURE. Do not operate with less than five quarts. Fill to nine quarts for extended flight.
- 4. Engine Cooling Air Inlets -- CLEAR of obstructions.
- 5. Propeller and Spinner -- CHECK for nicks and security.
- Air Filter -- CHECK for restrictions by dust or other foreign matter.
- Nose Wheel Strut and Tire -- CHECK for proper inflation of strut and general condition (weather checks, tread depth and wear, etc...) of tire.
- 8. Static Source Opening (left side of fuselage) -- CHECK for blockage.

6 LEFT WING

- 1. Fuel Quantity -- CHECK VISUALLY for desired level.
- 2. Fuel Filler Cap -- SECURE and VENT UNOBSTRUCTED.
- 3. Fuel Tank Sump Quick Drain Valves -- DRAIN at least a cupful of fuel (using sampler cup) from each sump location to check for water, sediment, and proper fuel grade before each flight and after each refueling. If water is observed, take further samples until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from all fuel drain points until all contamination has been removed. If contaminants are still present, refer to WARNING on page 4-9 and do not fly airplane.
- 4. Main Wheel Tire -- CHECK for proper inflation and general condition (weather checks, tread depth and wear, etc...).

4-10 Feb 23/01

7 LEFT WING Leading Edge

- 1. Fuel Tank Vent Opening -- CHECK for blockage.
- Stall Warning Vane -- CHECK for freedom of movement.
- 3. Wing Tie-Down -- DISCONNECT.
- Landing/Taxi Light(s) -- CHECK for condition and cleanliness of cover.

8 LEFT WING Trailing Edge

- 1. Alleron-- CHECK for freedom of movement and security.
- 2. Flap -- CHECK for security and condition.

BEFORE STARTING ENGINE

- 1. Preflight Inspection -- COMPLETE.
- 2. Passenger Briefing -- COMPLETE.
- Seats, Seat Belts, Shoulder Harnesses ADJUST and LOCK. Ensure inertia reel locking.
- 4. Brakes -- TEST and SET.
- 5. Circuit Breakers -- CHECK IN.
- 6. Electrical Equipment -- OFF.

CAUTION

THE AVIONICS MASTER SWITCH MUST BE OFF DURING ENGINE START TO PREVENT POSSIBLE DAMAGE TO AVIONICS.

- 7. Avionics Master Switch -- OFF.
- 8. Cowl Flaps -- OPEN.
- 9. Fuel Selector Valve -- BOTH.
- 10. Avionics Circuit Breakers -- CHECK IN.

STARTING ENGINE (With Battery)

- Throttle -- OPEN 1/4 INCH.
- 2. Propeller -- HIGH RPM.
- 3. Mixture -- IDLE CUT OFF.
- 4. Propeller Area -- CLEAR.
- 5. Master Switch -- ON.
- 6. Auxiliary Fuel Pump Switch -- ON.
- 7. Mixture -- ADVANCE to full rich until the fuel flow just starts to rise, then return to IDLE CUT OFF position.
- 8. Auxiliary Fuel Pump Switch -- OFF.

NOTE

If engine is warm, omit priming procedure of steps 6, 7 and 8 above.

- 9. Ignition Switch -- START (release when engine starts).
- 10. Mixture -- ADVANCE smoothly to RICH when engine fires.

NOTE

If engine floods, turn off auxiliary fuel pump, place mixture in idle cut off, open throttle 1/2 to full, and crank engine. When engine fires, advance mixture to full rich and retard throttle promptly.

- Oil Pressure -- CHECK.
- 12. Flashing Beacon and Navigation Lights -- ON as required.
- Avionics Master Switch -- ON.
- Radios -- ON.
- 15. Flaps -- RETRACT.

STARTING ENGINE (With External Power)

- 1. Throttle -- OPEN 1/4 INCH.
- 2. Propeller HIGH RPM.
- Mixture -- IDLE CUT OFF.
- 4. Propeller Area -- CLEAR.
- 5. External Power -- CONNECT to airplane receptacle.

4-12 Feb 23/01

- 6. Master Switch -- ON.
- 7. Auxiliary Fuel Pump Switch -- ON.
- 8. Mixture -- ADVANCE to full rich until the fuel flow just starts to rise, then return to IDLE CUT OFF position.
- 9. Auxiliary Fuel Pump Switch -- OFF.

NOTE

If engine is warm, omit priming procedure of steps 7, 8 and 9 above.

- 10. Ignition Switch -- START (release when engine starts).
- 11. Mixture -- ADVANCE smoothly to RICH when engine fires.

NOTE

If engine floods, turn off auxiliary fuel pump, place mixture in idle cut off, open throttle 1/2 to full, and crank engine. When engine fires, advance mixture to full rich and retard throttle promptly.

- 12. Oil Pressure CHECK.
- 13. External Power -- DISCONNECT from airplane receptacle. Secure external power door.
- 14. Ammeter -- CHÉCK. (See checklist Section 7, Ground Service Plug Receptacle).
- 15. Flashing Beacon and Navigation Lights -- ON as required.
- 16. Avionics Master Switch -- ON.
- 17. Radios -- ON.
- 18. Flaps -- RETRACT.

BEFORE TAKEOFF

- 1. Parking Brake -- SET.
- 2. Passenger Seat Backs -- MOST UPRIGHT POSITION.
- 3. Seats and Seat Belts -- CHECK SECURE.
- 4. Cabin Doors -- CLOSED and LOCKED.
- 5. Flight Controls -- FREE and CORRECT.
- 6. Flight Instruments -- CHECK and SET.
- 7. Fuel Quantity -- CHECK.
- 8. Mixture -- RICH.
- 9. Fuel Selector Valve -- RECHECK BOTH.

Oct 9/01 4-13

- Throttle -- 1800 RPM.
 - Magnetos -- CHECK (RPM drop should not exceed 150 RPM on either magneto or 50 RPM differential between magnetos).
 - b. Propeller -- CYCLE from high to low RPM; return to high RPM (full in).
 - c. Vacuum Gauge -- CHECK.
 - d. Engine Instruments and Ammeter -- CHECK.
- 11. Annunciator Panel -- Ensure no annunciators are illuminated.
- 12. Throttle -- CHECK IDLE.
- 13. Throttle -- 1000 RPM or less.
- 14. Throttle Friction Lock -- ADJUST.
- 15. Strobe Lights -- AS DESIRED.
- 16. Radios and Avionics -- SET.
- 17. NAV/GPS Switch -- SET.
- 18. Autopilot (if installed) -- OFF.
- 19. Elevator Trim and Rudder Trim -- SET for takeoff.
- 20. Wing Flaps -- SET for takeoff (0° TO 20°).
- 21. Cowl Flap -- OPEN.
- 22. Brakes -- RELEASE.

TAKEOFF

NORMAL TAKEOFF

- 1. Wing Flaps -- 0° 20°.
- 2. Power -- 32 inches Hg and 2400 RPM.
- 3. Mixture -- Adjust to 24 GPH Fuel Flow.
- 4. Elevator Control -- LIFT NOSE WHEEL (at 50-60 KIAS).
- Climb Speed -- 70 KIAS (flaps 20°).
 KIAS (flaps 0°).
- 6. Wing Flaps -- RETRACT.

SHORT FIELD TAKEOFF

- 1. Wing Flaps -- 20°.
- 2. Brakes -- APPLY.
- 3. Power -- 32 inches Hg and 2400 RPM.
- 4. Mixture -- Adjust to 24 GPH Fuel Flow.
- 5. Brakes -- RELEASE.
- 6. Elevator Control -- MAINTAIN SLIGHTLY TAIL LOW ATTITUDE.
- 7. Climb Speed -- 60 KIAS (until all obstacles are cleared).
- 8. Wing Flaps -- RETRACT slowly after reaching 70 KIAS.

ENROUTE CLIMB

NORMAL CLIMB

- 1. Airspeed -- 90-100 KIAS.
- 2. Power -- 25 in. Hg and 2400 RPM.
- Mixture -- 16 GPH.
- 4. Fuel Selector Valve -- BOTH.
- 5. Cowl Flaps -- OPEN as required.
- Oxygen -- ON as required. CHECK masks for proper flow and fit.

MAXIMUM PERFORMANCE CLIMB

- Airspeed -- 84 KIAS at sea level to 80 KIAS at 20,000 ft.
- 2. Power -- 32 inches Hg and 2400 RPM.
- 3. Mixture -- Adjust to 24 GPH.
- 4. Cowl Flaps -- OPEN.
- 5. Fuel Selector Valve -- BOTH.
- Oxygen -- ON as required. CHECK masks for proper flow and fit.

CRUISE

- 1. Power -- 15 28 in. Hg (Sea Level 15,000 ft), 15 27 in. Hg (15,000 20,000 ft), 2000 2400 RPM.
- 2. Elevator and Rudder Trim -- ADJUST.
- Mixture -- LEAN.
- 4. Cowl Flaps -- CLOSED.
- 5. Oxygen -- MONITOR quantity (if in use) and CHECK passengers for adequate supply periodically during flight.

DESCENT

- 1. Power -- AS DESIRED.
- Mixture ENRICHEN as required.
- 3. Cowl Flaps -- CLOSED.
- 4. Altimeter -- SET.
- 5. NAV/GPS Switch -- SET.
- 6. Fuel Selector Valve -- BOTH.
- Wing Flaps -- AS DESIRED (0°-10° below 140 KIAS; 10°-20° below 120 KIAS; 20° - FULL below 100 KIAS).

Feb 23/01 4-15

BEFORE LANDING

- Pilot and Passenger Seat Backs -- MOST UPRIGHT POSITION.
- 2. Seats and Seat Belts -- SECURED and LOCKED.
- Fuel Selector Valve -- BOTH.
- 4. Mixture -- RICH.
- Propeller -- HIGH RPM.
- Landing/Taxi Lights -- ON.
- 7. Autopilot (if installed) -- OFF...

LANDING

NORMAL LANDING

- Airspeed -- 70-80 KIAS (flaps UP).
- Wing Flaps -- AS DESIRED (0°-10° below 140 KIAS, 10°-20° below 120 KIAS, 20°-FULL below 100 KIAS).
- 3. Airspeed -- 60-70 KIAS (flaps FULL).
- 4. Power -- REDUCE to idle as obstacle is cleared.
- 5. Trim -- ADJUST.
- 6. Touchdown -- MAIN WHEELS FIRST.
- 7. Landing Roll -- LOWER NOSE WHEEL GENTLY.
- 8. Braking -- MINIMUM REQUIRED.

SHORT FIELD LANDING

- 1. Airspeed -- 70-80 KIAS (flaps UP).
- 2. Wing Flaps -- FULL (below 100 KIAS).
- 3. Airspeed -- 60 KIAS (until flare).
- 4. Trim -- ADJUST.
- 5. Touchdown -- MAIN WHEELS FIRST.
- 6. Brakes -- APPLY HEAVILY.
- 7. Wing Flaps -- RETRACT for maximum brake effectiveness.

4-16 Feb 23/01

BALKED LANDING

- 1. Power -- 32 inches Hg and 2400 RPM.
- 2. Mixture -- Adjust to 24 GPH Fuel Flow.
- 3. Wing Flaps RETRACT TO 20°.
- 4. Climb Speed -- 55 KIAS.
- 5. Wing Flaps -- RETRACT slowly after reaching a safe altitude and 70 KIAS.
- 6. Cowl Flaps -- OPEN.

AFTER LANDING

- 1. Wing Flaps -- UP.
- 2. Cowl Flaps -- OPEN.

SECURING AIRPLANE

- Parking Brake -- SET.
- 2. Throttle IDLE.
- Electrical Equipment, Avionics Master Switch, Autopilot (if installed) -- OFF.
- 4. Mixture -- IDLE CUT-OFF (pulled full out).
- 5. Ignition Switch -- OFF.
- 6. Master Switch -- OFF.
- 7. Control Lock -- INSTALL.
- 8. Fuel Selector Valve -- LEFT or RIGHT to prevent cross feeding.
- 9. Oxygen -- OFF

Feb 23/01 4-17

AMPLIFIED NORMAL PROCEDURES

PREFLIGHT INSPECTION

The Preflight Inspection, described in Figure 4-1 and adjacent checklist, is required prior to each flight. If the airplane has been in extended storage, has had recent major maintenance, or has been operated from marginal airports, a more extensive exterior inspection is recommended.

After major maintenance has been performed, the flight and trim tab controls should be double checked for free and correct movement and security. The security of all inspection plates on the airplane should be checked following periodic inspections. If the airplane has been waxed or polished, check the external static pressure source hole for stoppage.

If the airplane has been exposed to much ground handling in a crowded hangar, it should be checked for dents and scratches on wings, fuselage, and tail surfaces, damage to navigation and anticollision lights, damage to nose wheel as a result of exceeding tow limits, and avionics antennas.

Outside storage for long periods may result in dust and dirt accumulation on the induction air filter, obstructions in airspeed system lines, water contaminants in fuel tanks and insect/bird/rodent nests in any opening. If any water is detected in the fuel system, the fuel tank sump quick drain valves, fuel return quick drain valve, and fuel strainer quick drain valve should all be thoroughly drained again. Then, the wings should be gently rocked and the tail lowered to the ground to move any further contaminants to the sampling points. Repeated samples should then be taken at all quick drain points until all contamination has been removed. If, after repeated sampling, evidence of contamination still exists, the fuel tanks should be completely drained and the fuel system cleaned.

Additionally, if the airplane has been stored outside in windy or gusty areas, or tied down adjacent to taxiing airplanes, special attention should be paid to control surface stops, hinges, and brackets to detect the presence of potential wind damage.

4-18 Feb 23/01

If the airplane has been operated from muddy fields or in snow or slush, check the main and nose gear wheel fairings for obstructions and cleanliness. Operation from a gravel or cinder field will require extra attention to propeller tips and abrasion on leading edges of the horizontal tail. Stone damage to the propeller can seriously reduce the fatigue life of the blades.

Airplanes that are operated from rough fields, especially at high altitudes, are subjected to abnormal landing gear abuse. Frequently check all components of the landing gear, shock strut, tires, and brakes. If the shock strut is insufficiently extended, undue landing and taxi loads will be subjected on the airplane structure.

To prevent loss of fuel in flight, make sure the fuel tank filler caps are tightly sealed after any fuel system check or servicing. Fuel system vents should also be inspected for obstructions, ice or water, especially after exposure to cold, wet weather.

STARTING ENGINE

STARTING (GENERAL)

In cooler weather, the engine compartment temperature drops off rapidly following engine shutdown and the injector nozzle lines remain nearly full of fuel.

However, in warmer weather, engine compartment temperatures may increase rapidly following engine shutdown, and fuel in the lines will vaporize and escape into the intake manifold. Hot weather starting procedures depend considerably on how soon the next engine start is attempted. Within the first 20 to 30 minutes after shutdown, the fuel manifold is adequately primed and the empty injector nozzle lines will fill before the engine dies. However, after approximately 30 minutes, the vaporized fuel in the manifold will have nearly dissipated and some slight "priming" could be required to refill the nozzle lines and keep the engine running after the initial start. Starting a hot engine is facilitated by advancing the mixture control promptly to 1/3 open when the engine fires, and then smoothly to full rich as power develops.

Feb 23/01 4-19

Should the engine tend to die after starting, turn on the auxiliary fuel pump temporarily and adjust the throttle and/or mixture as necessary to keep the engine running. In the event of over priming or flooding, turn off the auxiliary fuel pump, open the throttle from 1/2 to full open, and continue cranking with the mixture full lean. When the engine fires, smoothly advance the mixture control to full rich and retard the throttle to desired idle speed.

If the engine is under primed (most likely in cold weather with a cold engine) it will not fire at all, and additional priming will be necessary.

After starting, if the oil pressure indicator does not begin to indicate pressure within 30 seconds in the summer time and approximately one minute in very cold weather, stop the engine and investigate. Lack of oil pressure can cause serious engine damage.

NOTE

Additional details concerning cold weather starting and operation may be found under COLD WEATHER OPERATION paragraphs in this section.

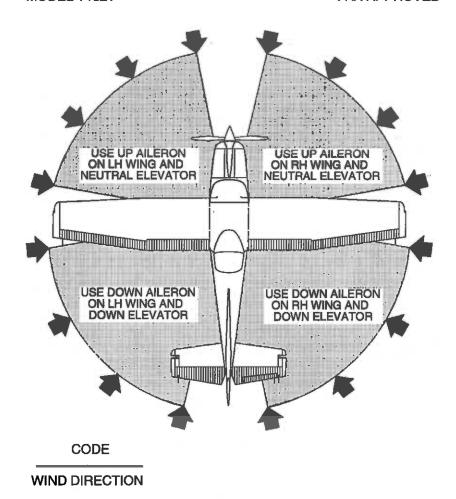
Recommended starter duty cycle: Crank the starter for 10 seconds followed by a 20 second cool down period. This cycle can be repeated two additional times, followed by a ten minute cool down period before resuming cranking. After cool down, crank the starter again, three cycles of 10 seconds followed by 20 seconds of cool down. If the engine still fails to start, an investigation to determine the cause should be initiated.

TAXIING

When taxiing, it is important that speed and use of brakes be held to a minimum and that all controls be utilized (Refer to Figure 4-2, Taxiing Diagram) to maintain directional control and balance.

Taxiing over loose gravel or cinders should be done at low engine speed to avoid abrasion and stone damage to the propeller tips.

4-20 Apr 30/01



NOTE

Strong quartering tail winds require caution. Avoid sudden bursts of the throttle and sharp braking when the airplane is in this attitude. Use the steerable nose wheel and rudder to maintain direction.

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Figure 4-2. Taxiing Diagram

Feb 23/01 4-21

BEFORE TAKEOFF

WARM UP

If the engine idles (approximately 650 RPM) and accelerates smoothly, the airplane is ready for takeoff. Take-off with turbocharged engines should not be started if indicated lubricating oil pressure due to cold temperature, is above maximum. Excessive oil pressure can cause over boost and consequent engine damage. Since the engine is closely cowled for efficient in-flight engine cooling, precautions should be taken to avoid overheating during prolonged engine operation on the ground. Also, long periods of idling may cause fouled spark plugs.

MAGNETO CHECK

The magneto check should be made at 1800 RPM as follows. Move ignition switch first to R position and note RPM. Next move switch back to BOTH to clear the other set of plugs. Then move switch to the L position, note RPM and return the switch to the BOTH position. RPM drop should not exceed 150 RPM on either magneto or show greater than 50 RPM differential between magnetos. If there is a doubt concerning operation of the ignition system, RPM checks at higher engine speeds will usually confirm whether a deficiency exists.

An absence of RPM drop may be an indication of faulty grounding of one side of the ignition system or should be cause for suspicion that the magneto timing is set in advance of the setting specified.

ALTERNATOR CHECK

Prior to flights where verification of proper alternator and alternator control unit operation is essential (such as night or instrument flights), a positive verification can be made by loading the electrical system momentarily (3 to 5 seconds) with the landing light or by operating the wing flaps during the engine runup (1800 RPM). The ammeter will remain within a needle width of its initial reading if the alternator and alternator control unit are operating properly.

4-22 Feb 23/01

ELEVATOR TRIM

A neutral index mark is added to the pedestal cover which corresponds to the zero degree trim tab position. As loadings vary towards the forward C.G. limit or aft C.G. limit, elevator trim settings towards the nose up and nose down ends of this takeoff range, respectively, will provide comfortable control wheel forces during takeoff and initial climb out.

LANDING LIGHTS

If landing lights are to be used to enhance the visibility of the airplane in the traffic pattern or enroute, it is recommended that only the taxi light be used. This will extend the service life of the landing light appreciably.

TAKEOFF

POWER CHECK

It is important to check takeoff power early in the takeoff roll. Any sign of rough engine operation or sluggish engine acceleration is good cause for discontinuing the takeoff.

Full power run ups over loose gravel are especially harmful to propeller tips. When takeoffs must be made over a gravel surface, it is very important that the throttle be advanced slowly. This allows the airplane to start rolling before high RPM is developed, and the gravel will be blown back of the propeller rather than pulled into it.

On the first flight of the day when the throttle is advanced for takeoff, manifold pressure will normally exceed 32 in. Hg and fuel flows will exceed 24 GPH if the throttle is opened fully. On any takeoff, the manifold pressure should be monitored and the throttle set to provide 32 in. Hg; then, for maximum engine power, the mixture should be adjusted as required, during the initial takeoff roll to 24 GPH fuel flow.

After full throttle is applied, adjust the throttle friction lock clockwise to prevent the throttle from creeping back from a maximum power position. Similar friction lock adjustments should be made as required in other flight conditions to maintain a fixed throttle setting.

Feb 23/01 4-23

WING FLAP SETTINGS

Normal takeoffs are accomplished with wing flaps 0°-20°. Using 20° wing flaps reduces the ground roll and total distance over an obstacle by approximately 20 percent. Flap deflections greater than 20° are not approved for takeoff.

On a short field, 20° wing flaps and an obstacle clearance speed of 60 KIAS should be used. If 20° wing flaps are used for takeoff, they should be left down until all obstacles are cleared and a safe flap retraction speed of 70 KIAS is reached.

Soft or rough field takeoffs are performed with 20° flaps by lifting the airplane off the ground as soon as practical in a slightly tail low attitude. If no obstacles are ahead, the airplane should be leveled off immediately to accelerate to a higher climb speed.

CROSSWIND TAKEOFF

Takeoffs under strong crosswind conditions normally are performed with the minimum flap setting necessary for the field length, to minimize the drift angle immediately after takeoff. With the ailerons partially deflected into the wind, the airplane is accelerated to a speed slightly higher than normal, then pulled off briskly to prevent possible settling back to the runway while drifting. When clear of the ground, make a coordinated turn into the wind to correct for drift.

ENROUTE CLIMB

Power settings for a Best Rate-of-Climb Profile using MCP must be limited to 32 inches of manifold pressure, 2400 RPM and 24 GPH fuel flow.

A cruise climb at 25 inches of manifold pressure, 2400 RPM, 16 GPH fuel flow, and 90 to 100 KIAS is normally recommended to provide an optimum combination of performance, visibility ahead, engine cooling, economy and passenger comfort (due to lower noise level). However, MCP power settings may be used for increased climb performance, as desired.

4-24 Feb 23/01

If it is necessary to climb rapidly to clear mountains or reach favorable winds or better weather at high altitudes, the best rate-of-climb speed should be used with maximum continuous power. This speed is 84 KIAS at sea level decreasing to 80 KIAS at 20,000 feet.

If an obstruction dictates the use of a steep climb angle, climb at the best angle-of-climb with flaps retracted and maximum continuous power. This speed is 64 KIAS at sea level, increasing to 68 KIAS at 20,000 feet. Engine temperatures should be monitored closely at these climb speeds.

CRUISE

Normal cruise is performed between 55% and 88% (sea level to 15,000 feet) and 55% and 83% (15,000 - 20,000 feet) of the rated maximum continuous power (MCP).

A CAUTION

CRUISE POWER SETTINGS ABOVE 27 in. Hg WHEN OPERATING AT OR ABOVE 15,000 FEET ARE NOT APPROVED.

NOTE

Cruising should be done at 65% to 85% power as much as practicable until a total of 50 hours has been accumulated or oil consumption has stabilized. Operation at this higher power will ensure proper seating of the piston rings and is applicable to new engines, and engines in service following cylinder replacement or top overhaul of one or more cylinders.

The Cruise Performance charts in Section 5 provide the pilot with detailed information concerning the cruise performance of the Model T182T in still air with optional speed fairings installed. Power and altitude, as well as winds aloft, have a stong influence on the time and fuel needed to complete any flight. The Cruise Performance Table, Figure 4-3, illustrates the true airspeed and nautical miles per gallon during cruise for various altitudes and percent powers, and is based on standard conditions and zero wind. This table should be used as a guide, along with the available winds aloft

information, to determine the most favorable altitude and power setting for a given trip. The selection of cruise altitude on the basis of most favorable wind conditions and the use of low power settings are significant factors that should be considered on every tip to reduce fuel consumption.

	75% POWER		65% POWER		55% POWER	
ALTITUDE	KTAS	NMPG	KTAS	NMPG	KTAS	NMPG
5,000 feet	139	9.6	130	11.0	120	11.7
10,000 feet	145	10.0	136	11.4	124	12.1
15,000 feet	151	10.4	141	11.9	128	12.4
20,000 feet	158	10.9	147	12.3	132	12.8

Figure 4-3. Cruise Performance Table

The Cruise Performance charts in Section 5 provide the pilot with cruise performance at maximum gross weight. When normal cruise is performed at reduced weights there is an increase in true airspeed. During normal cruise at power settitngs between 70% and 88%, the true airspeed will increase approximately 1 knot for every 150 pounds below maximum gross weight. During normal cruise at power settings below 70%, the true airspeed will increase approximately 1 knot for every 125 pounds below maximum gross weight.

For reduced noise levels and lower fuel consumption, select the lowest RPM in the green arc range for a given percent power that will provide smooth engine operation. The cowl flaps should be opened, if necessary, to maintain the cylinder head temperature at approximately two-thirds of the normal operating range (green arc) and the oil temperature within the normal operating range (green arc).

The fuel injection system employed on this engine is considered to be non-icing. In the event that unusual conditions cause the intake air filter to become clogged or iced over, an alternate intake air door opens automatically for the most efficient use of either normal or alternate air, depending on the amount of filter blockage. Due to the lower intake pressure available through the alternate air door or a partially blocked filter, manifold pressure can decrease from a cruise power setting. This manifold pressure should be recovered by increasing the throttle setting or higher RPM as necessary to maintain the desired power.

LEANING WITH THE T.I.T. INDICATOR

Exhaust gas turbine inlet temperature (T.I.T.) as shown on the T.I.T./C.H.T. indicator should be used for mixture leaning in cruising flight. This unit displays the exhaust gas temperature at the inlet of the turbine in degrees Fahrenheit.

A CAUTION

LEANING WITH A T.I.T. INDICATOR IS PERMITTED ONLY WHEN USING POWER SETTINGS WITHIN THE GREEN ARC RANGES.

Cruise performance data in this handbook is based on a recommended lean mixture setting which may be established using the T.I.T. indicator at powers of 88% MCP and below as follows:

- 1. Lean the mixture slowly until the T.I.T. peaks and begins to drop or until reaching the T.I.T. red line.
- 2. Enrichen the mixture 50°F rich of peak T.I.T or red line (whichever is lower) for recommended lean or a desired increment based on the data in Figure 4-4, T.I.T. Table.

At maximum cruise power settings, the 1685°F limit (red line) T.I.T. may occur before reaching peak T.I.T. In this case, enrichen the mixture from redline 50°F for Recommended Lean Mixture. Any change in altitude or power setting will require a change in the recommended lean mixture setting and a recheck of the T.I.T. setting.

Oct 9/01 4-27

As noted in the T.I.T. table, Figure 4-4, operation at peak T.I.T. provides the best fuel economy. This results in approximately 5% greater range than shown in this handbook accompanied by a 4 knot decrease in speed. Under some conditions, engine roughness may occur while operating at peak T.I.T. In this case, operate at the Recommended lean Mixture.

MIXTURE DESCRIPTION	TURBINE INLET TEMPERATURE (T.I.T.)
RECOMMENDED LEAN (Pilot's Operating Handbook)	50°F Rich of Peak T.I.T.
BEST ECONOMY	Peak T.I.T.
BEST POWER	125°F Rich of Peak T.I.T.

Figure 4-4 T.I.T. Table

A CAUTION

OPERATION ON THE LEAN SIDE OF PEAK T.I.T IS NOT APPROVED.

NOTE

When cruising at altitudes above 15,000 feet, the maximum allowable manifold pressure is 27 in. Hg due to detonation restrictions. Reference Section 5 cruise tables for operational power settings.

Certain considerations must be made when using a T.I.T. indicator. Operations which are not approved include:

- 1. Cruise Power settings above the green arc range limitation.
- 2. Operations at T.I.T. indications above 1685°F.
- Mixture settings that cause engine roughness or excessive power loss occurs.

FUEL SAVINGS PROCEDURES FOR NORMAL FLIGHT OPERATIONS

For best fuel economy during normal operations, the following procedures are recommended.

- After engine start and for all ground operations, set the throttle to 1200 RPM and lean the mixture for maximum RPM. After leaning, set the throttle to the appropriate RPM for ground operations. Leave the mixture at this setting until beginning the BEFORE TAKEOFF checklist. If prolonged ground operation exist after the BEFORE TAKEOFF checklist is complete, re-lean the mixture as described above until ready for TAKEOFF Checklist.
- 2. Adjust the mixture for placarded fuel flows during maximum continuous power climbs.
- Adjust the mixture at any altitude for RECOMMENDED LEAN or BEST ECONOMY fuel flows, when using 88% or less power.

Using the above recommended procedures can provide fuel savings in excess of 5% when compared to typical operations at full rich mixture. In addition, the above procedures will minimize spark plug fouling since the reduction in fuel consumption results in a proportional reduction in tetraethyl lead passing through the engine.

FUEL VAPOR PROCEDURES

The engine fuel system can become susceptible to fuel vapor formation on the ground during warm weather. This will generally occur when the outside ambient air temperature is above 80°F. The situation is further aggravated by the fact that the engine fuel flows are lower at idle and taxi engine speeds. When vapor occurs, as evidenced by idle engine speed and fuel flow fluctuations, the following procedures are recommended.

- 1. With the mixture full rich, set the throttle at 1800 RPM to 2000 RPM. Maintain this power setting for 1 to 2 minutes or until smooth engine operation returns.
- 2. Retard the throttle to idle to verify normal engine operation.
- Advance the throttle to 1200 RPM and lean the mixture as described under FUEL SAVINGS PROCEDURES FOR NORMAL FLIGHT OPERATIONS.
- 4. In addition to the above procedures, the Auxiliary Fuel Pump may be turned ON with the mixture adjusted as required to aid vapor suppression during ground operations. The Auxiliary Fuel Pump should be turned OFF prior to takeoff.
- Just prior to TAKEOFF, advance the throttle to 32 inches Hg. for approximately 10 seconds to verify smooth engine operation for takeoff.

NOTE

When the engine is operated above 1800 RPM, the resulting increased fuel flow also makes for lower fuel temperatures throughout the engine fuel system. This increased flow purges the fuel vapor and the cooler fuel minimizes vapor formation.

In addition to the above procedures, the sections below should be reviewed and where applicable, adhered to:

- Section 2 -- Take note of the placard on "When Switching From Dry Tank".
- Section 3 -- Take note of the excessive fuel vapor procedures in both the checklist and amplified procedures sections.
- Section 4 -- Take note of the hot weather operational notes and procedures in both the checklist and the amplified procedures sections.
- Section 7 -- Take note of the altitude operational procedures and the section on auxiliary fuel pump operation.

STALLS

The stall characteristics are conventional and aural warning is provided by a stall warning horn which sounds between 5 and 10 knots above the stall in all configurations. Altitude loss during stall recovery may be as much as 300 feet.

Power off stall speeds at maximum weight for both forward and aft C.G. positions are presented in Section 5.

DESCENT

Descent should be initiated far enough in advance of estimated landing to allow at gradual rate of descent at cruising speed.

Descent should be at approximately 500 FPM for passenger comfort, using enough power to keep the engine warm. The optimum engine RPM in a let-down is usually the lowest RPM in the green arc range that will allow cylinder head temperature to remain in the recommended operating range.

The airplane is equipped with a specially marked altimeter to attract the pilot's attention and prevent misreading the altimeter. A striped warning segment on the face of the altimeter is exposed at all altitudes below 10,000 feet to indicate low altitude.

LANDING

NORMAL LANDING

Normal landing approaches can be made with power on or power off with any flap setting desired. Surface winds and air turbulence are usually the primary factors in determining the most comfortable approach speeds.

Oct 9/01 4-31

Actual touchdown should be made with power off and on the main wheels first to reduce the landing speed and subsequent need for braking in the landing roll. The nose wheel is lowered to the runway gently after the speed has diminished to avoid unnecessary nose gear loads. This procedure is especially important in rough or soft field landings.

SHORT FIELD LANDING

For a short field landing in smooth air conditions, make an approach at 60 KIAS with FULL flaps using enough power to control the glide path. (Slightly higher approach speeds should be used under turbulent air conditions.) After all approach obstacles are cleared, reduce power to idle and maintain the approach speed by lowering the nose of the airplane. Touchdown should be made with power off and on the main wheels first. Immediately after touchdown, lower the nose wheel and apply heavy braking as required. For maximum brake effectiveness, retract the flaps, hold the control wheel full back, and apply maximum brake pressure without sliding the tires.

CROSSWIND LANDING

When landing in a strong crosswind, use the minimum flap setting required for the field length. Although the crab or combination method of drift correction may be used, the wing low method gives the best control. After touchdown, hold a straight course with the steerable nose wheel and occasional braking if necessary.

The maximum allowable crosswind velocity is dependent upon pilot capacity as well as airplane limitations. Operation in direct crosswinds of 15 knots has been demonstrated.

BALKED LANDING

In a balked landing (go-around) climb, reduce the flap setting to 20° immediately after full power is applied. After all obstacles are cleared and a safe altitude and airspeed are obtained, the wing flaps should be retracted.

4-32 Oct 9/01

COLD WEATHER OPERATION

Special consideration should be given to the operation of the airplane fuel system during the winter season or prior to any flight in cold temperatures. Proper preflight draining of the fuel system is especially important and will eliminate any free water accumulation. The use of additives such as isopropyl alcohol or diethylene glycol monomethyl ether may also be desirable. Refer to Section 8 for information on the proper use of additives.

Cold weather often causes conditions which require special care during airplane operations. Even small accumulations of frost, ice, or snow must be removed, particularly from wing, tail and all control surfaces to assure satisfactory flight performance and handling. Also, control surfaces must be free of any internal accumulations of ice or snow.

If snow or slush covers the takeoff surface, allowance must be made for takeoff distances which will be increasingly extended as the snow or slush depth increases. The depth and consistency of this cover can, in fact, prevent takeoff in many instances.

NOTE

The waste gate controller will not respond quickly to variations in manifold pressure when oil temperature is near the lower limit of the green arc. Therefore, under these conditions, throttle motion should be made slowly and care should be exercised to prevent exceeding the 32 inches Hg manifold pressure limit. In addition, the fuel flow indications may exceed 24 GPH on takeoff if the mixture isn't leaned to compensate.

The Turbo-System engine installation has been designed such that a winterization kit is not required. With the cowl flaps fully closed, engine temperature will be normal (in the green arc range) in outside air temperature as low as 20° to 30°C below standard. When cooler surface temperatures are encountered, the normal air temperature inversion will result in warmer temperatures at cruise altitudes above 5000 feet.

If low altitude cruise in very cold temperature results in engine temperature below the green arc, increasing cruise altitude or cruise power will increase engine temperature into the green arc. Cylinder head temperatures will increase approximately 50°F as cruise altitudes increase from 5000 feet to 20,000 feet.

During let-down, observe engine temperatures closely and carry sufficient power to maintain them in the recommended operating range.

STARTING

A WARNING

WHEN PULLING THE PROPELLER THROUGH BY HAND, TREAT IT AS IF THE IGNITION SWITCH IS TURNED ON. A LOOSE OR BROKEN GROUND WIRE ON EITHER MAGNETO COULD CAUSE THE ENGINE TO FIRE.

Prior to starting on cold mornings, it is advisable to pull the propeller through several times by hand to "break loose" or "limber" the oil, thus conserving battery energy.

When air temperatures are below 20°F (-6°C), the use of an external preheater and an external power source are recommended whenever possible to obtain positive starting and to reduce wear and abuse to the engine and electrical system. Preheat will thaw the oil trapped in the oil cooler, which probably will be congealed prior to starting in extremely cold temperatures.

When using an external power source, the master switch must be in the OFF position before connecting the external power source to the airplane receptacle. See Section 7, Ground Service Plug Receptacle, for external power source operations.

Cold weather starting procedures are the same as the normal starting procedures. Use caution to prevent inadvertent forward movement of the airplane during starting when parked on snow or ice.

NOTE

If the engine does not start during the first few attempts, or if engine firing diminishes in strength, it is probable that the spark plugs have been frosted over. Preheat must be used before another start is attempted.

During cold weather operations, no indication will be apparent on the oil temperature gage prior to takeoff if outside air temperatures are very cold. After a sultable warm up period (2 to 5 minutes at 1000 RPM), accelerate the engine several times to higher engine RPM. If the engine accelerates smoothly and the oil pressure remains normal and steady, the airplane is ready for takeoff.

HOT WEATHER OPERATION

Refer to the general warm temperature starting information under Starting Engine in this section. Avoid prolonged engine operation on the ground.

NOISE CHARACTERISTICS AND NOISE REDUCTION

The certificated noise level for the Model T182T at 3100 pounds maximum weight is 75.4 dB(A). No determination has been made by the Federal Aviation Administration that the noise levels of this airplane are or should be acceptable or unacceptable for operation at, into, or out of, any airport.

The following procedures are suggested to minimize the effect of airplane noise on the public:

Pilots operating airplanes under VFR over outdoor assemblies
of persons, recreational and park areas, and other noise
sensitive areas should make every effort to fly not less than
2000 feet above the surface, weather permitting, even though
flight at a lower level may be consistent with the provisions of
government regulations.

During departure from or approach to an airport, climb after takeoff and descent for landing should be made so as to avoid prolonged flight at low altitude near noise sensitive areas.

NOTE

The above recommended procedures do not apply where they would conflict with Air Traffic Control clearances or instructions, or where, in the pilot's judgment, an altitude of less than 2000 feet is necessary to adequately exercise the duty to see and avoid other airplanes.

SECTION 5 PERFORMANCE

TABLE OF CONTENTS	Page
Introduction	5-3
Use of Performance Charts	5-3
Sample Problem	5-3
Takeoff	5-4
Cruise	5-5
Fuel Required	5-6
Landing	5-8
Demonstrated Operating Temperature	5-8
Figure 5-1, Airspeed Calibration - Normal Static Source	5-9
Airspeed Calibration - Alternate Static Source	5-10
Figure 5-2, Altimeter Correction	5-11
Figure 5-3, Temperature Conversion Chart	5-12
Figure 5-4, Stall Speeds	5-13
Figure 5-5, Crosswind Components	5-14
Figure 5-6, Short Field Takeoff Distance - 3100 Lbs	5-15
Short Field Takeoff Distance - 2700 Lbs	5-16
Short Field Takeoff Distance - 2300 Lbs	5-17
Figure 5-7, Maximum Rate Of Climb	5-18
Figure 5-8, Time, Fuel, And Distance To Climb	5-19
Figure 5-9, Cruise Performance	5-21
Figure 5-10, Range Profile	5-32
Figure 5-11, Endurance Profile	5-34
Figure 5-12 Short Field Landing Distance	5-36

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INTRODUCTION

Performance data charts on the following pages are presented so that you may know what to expect from the airplane under various conditions, and also, to facilitate the planning of flights in detail and with reasonable accuracy. The data in the charts has been computed from actual flight tests with the airplane and engine in good condition and using average piloting techniques.

It should be noted that performance information presented in the range and endurance profile charts allows for 45 minutes reserve fuel at the specified cruise power. Fuel flow data for cruise is based on the recommended lean mixture setting at all altitudes. Some indeterminate variables such as mixture leaning technique, fuel metering characteristics, engine and propeller condition, and air turbulence may account for variations of 10% or more in range and endurance. Therefore, it is important to utilize all available information to estimate the fuel required for the particular flight and to flight plan in a conservative manner.

USE OF PERFORMANCE CHARTS

Performance data is presented in tabular or graphical form to illustrate the effect of different variables. Sufficiently detailed information is provided in the tables so that conservative values can be selected and used to determine the particular performance figure with reasonable accuracy.

SAMPLE PROBLEM

The following sample flight problem utilizes information from the various charts to determine the predicted performance data for a typical flight. Assume the following information has already been determined:

AIRPLANE CONFIGURATION:

Takeoff weight Usable fuel 3100 Pounds 87.0 Gallons

TAKEOFF CONDITIONS

Field pressure altitude Temperature 3500 Feet 24°C (16°C Above Standard) 12 Knot Headwind

3500 Feet

Wind component along runway Field length

Apr 30/01 5-3

CRUISE CONDITIONS:

Total distance 450 Nautical Miles

Pressure altitude 11,500 Feet

Temperature 8°C

Expected wind enroute 10 Knot Headwind

LANDING CONDITIONS:

Field pressure altitude 3000 Feet 25°C Field length 3000 Feet

TAKEOFF

The takeoff distance chart, Figure 5-6, should be consulted, keeping in mind that distances shown are based on the short field technique. Conservative distances can be established by reading the chart at the next higher value of weight, altitude and temperature. For example, in this particular sample problem, the takeoff distance information presented for a weight of 3100 pounds, pressure altitude of 4000 feet and a temperature of 30°C should be used and results in the following:

Ground roll 1095 Feet
Total distance to clear a 50-foot obstacle 1880 Feet

These distances are well within the available takeoff field length. However, a correction for the effect of wind may be made based on Note 3 of the takeoff chart. The correction for a 12 knot headwind is:

12 Knots X 10% = 13% Decrease 9 Knots

This results in the following distances, corrected for wind:

Ground roll, zero wind 1095 Decrease in ground roll -142

(1095 feet X 13%)

Corrected ground roll 953 Feet

Total distance to clear a
50-foot obstacle, zero wind
1880
Decrease in total distance

(1880 feet X 13%)

Corrected total distance to clear 50-foot obstacle

1636 Feet

-244

CRUISE

The cruising altitude should be selected based on a consideration of trip length, winds aloft, and the airplane's performance. A typical cruising altitude and the expected wind enroute have been given for this sample problem. However, the power setting selection for cruise must be determined based on several considerations. These include the cruise performance characteristics presented in Figure 5-9, the range profile chart presented in Figure 5-10, and the endurance profile chart presented in Figure 5-11.

The relationship between power and range is illustrated by the range profile chart. Considerable fuel savings and longer range result when lower power settings are used. For this sample problem, a cruise power of approximately 70% will be used.

The cruise performance chart, Figure 5-9, is entered at 12,000 feet pressure altitude and 20°C above standard temperature. These values most nearly correspond to the planned altitude and expected temperature conditions. The engine speed chosen is 2400 RPM and 24 inches of manifold pressure, which results in the following:

Power 70% True airspeed 146 Knots Cruise fuel flow 13.5 GPH

Apr 30/01 5-5

FUEL REQUIRED

The total fuel requirement for the flight may be estimated using the performance information in Figure 5-8 and Figure 5-9. For this sample problem, the time, fuel, and distance to climb may be determined from Figure 5-8 for normal climb. The difference between the values shown in the table for 4,000 feet and 12,000 feet result in the following: Time: 17 minutes; Fuel: 4.3 gallons; and Distance: 30 NM. These values are for a standard temperature and are sufficiently accurate for most flight planning purposes. However, a further correction for the effect of temperature may be made as noted on the climb chart. The approximate effect of a non-standard temperature is to increase the time, fuel, and distance by 10% for each 8°C above standard temperature, due to the lower rate of climb. In this case, assuming a temperature 16°C above standard the correction would be:

$$\frac{16^{\circ}}{8^{\circ}C}$$
 X 10% = 20% Increase

With this factor included, the fuel estimate would be calculated as follows:

Fuel to climb, standard temperature	4.3
Increase due to non-standard temperature	0.9
(4.2 V 200/)	

(4.3 X 20%)
Corrected fuel to climb 5.2 Gallons

Using a similar procedure for time and distance during a climb, the following results are obtained:

Time to Climb 21 minutes
Distance to Climb 36 Nautical Miles

The distance shown on the climb chart are for zero wind. A correction for the effect of wind may be made as follows:

The resultant cruise distance is:

Total distance	450
Climb distance	-36
Cruise distance	4 <u>14</u> NM

With an expected 10 knot headwind, the ground speed for cruise is predicted to be:

146 -10 136 Knots

Therefore, the time required for the cruise portion of the trip is:

414 Nautical Miles = 3.1 Hours 136 Knots

The fuel required for cruise is:

3.1 hours X 13.5 gallons/hour = 41.9 Gallons

A 45-minute reserve requires:

 $\frac{45}{60}$ X 13.5 gallons / hour = 10.2 Gallons

The total estimated fuel required is as follows:

Engine start, taxi, and takeoff	2.0
Climb	5.2
Cruise	41.9
Reserve	10.2

Total fuel required 59.3 Gallons

Once the flight is underway, ground speed checks will provide a more accurate basis for estimating the time enroute and the corresponding fuel required to complete the trip with ample reserve.

LANDING

A procedure similar to takeoff should be used for estimating the landing distance at the destination airport. Figure 5-12 presents landing distance information for the short field technique. The distances corresponding to 3000 feet and 30°C are as follows:

Ground roll 695 Feet
Total distance to clear a 50-foot obstacle 1525 Feet

A correction for the effect of wind may be made based on Note 2 of the landing chart, using the same procedure as outlined for takeoff.

DEMONSTRATED OPERATING TEMPERATURE

Satisfactory engine cooling has been demonstrated for this airplane with an outside air temperature 23°C above standard. This is not to be considered as an operating limitation. Reference should be made to Section 2 for engine operating limitations.

AIRSPEED CALIBRATION

NORMAL STATIC SOURCE

CONDITION:

Power required for level flight or maximum power descent.

FLAPS UP												
KIAS	55	60	70	80	90	100	110	120	130	140	150	160
KCAS	60	64	73	82	91	100	110	119	128	137	146	156
FLAPS 20°				•								
KIAS	45	50	60	70	80	90	100	110	120			
KCAS	51	55	63	72	81	90_	100	110	120	e	- [*] -	
FLAPS FULL												
KIAS	40	50	60	70	80	90	95					
KCAS	48	55	63	72	82	92	97					

Figure 5-1. Airspeed Calibration (Sheet 1 of 2)



AIRSPEED CALIBRATION ALTERNATE STATIC SOURCE

NOTE:

Windows closed, ventilators closed, cabin heater, cabin air, and defroster on maximum.

CONDITION:

Power required for level flight or maximum power descent.

FLAPS UP												
KIAS	55	60	70	80	90	100	110	120	130	140	150	160
ALT KIAS	52	58	71	82	93	103	113	122	131	139	147	155
FLAPS 20°												
KIAS	50	60	70	80	90	100	110	120		(%)		£(- =
ALT KIAS	52	61	70	79	89	99	110	121	- *:-			eq
FLAPS FULL												
KIAS	40	50	60	70	80	90	95	¥	- 4-			
ALT KIAS	37	47	57	68	78	88	93	*		30		¥3



Figure 5-1. Airspeed Calibration (Sheet 2 of 2)

ALTIMETER CORRECTION ALTERNATE STATIC SOURCE

NOTE:

Add correction to desired altitude to obtain indicated altitude to fly. Windows closed, ventilators closed, cabin heater, cabin air, and defroster on maximum.

CONDITIONS:

Power required for level flight or maximum power descent cruise configuration. Altimeter corrections for the takeoff and landing configurations are less than 50 feet.

CONDITION	CORRECTION TO BE ADDED-FEET KIAS - alternate static source ON								
UP	60	80	120	140	160				
S.L.	30	10	-20	-20	-10	40			
2000 ft.	30	10	-20	-30	-10	40			
4000 ft.	30	10	-20	-30	-10	40			
6000 ft.	40	10	-20	-30	-10	40			
8000 ft.	40	10	-20	-30	-10	50			
10,000 ft.	40	10	-20	-30	-10	50			
12,000 ft.	40	10	-20	-30	-10	50			
14,000 ft.	40	10	-30	-40	-10	50			

Figure 5-2. Altimeter Correction.

TEMPERATURE CONVERSION CHART

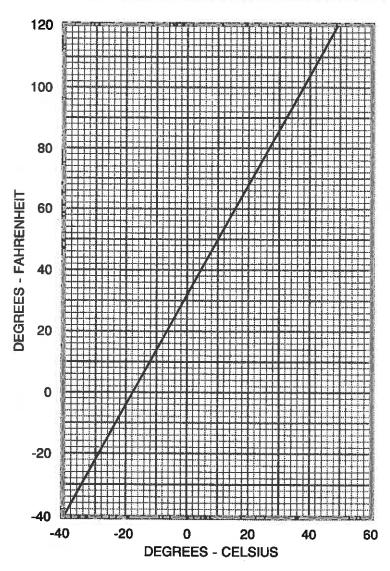


Figure 5-3. Temperature Conversion Chart

STALL SPEEDS AT 3100 POUNDS

Conditions: Power Off

MOST REARWARD CENTER OF GRAVITY

	ANGLE OF BANK										
FLAP SETTING	C)°	3	0°	4	5°	60°				
	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS			
UP 20° FULL	50 43 40	54 50 49	54 46 43	58 54 53	59 51 48	64 59 58	71 61 57	76 71 69			

MOST FORWARD CENTER OF GRAVITY

			Α	NGLE	OF BAN	١K		
FLAP SETTING	C)°	3	0°	4	5°	60°	
SETTING	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
UP 20°	51 44	56 52	55 47	60 56	61 52	67 62	72 62	79 74
FULL	41	50	44	54	49	59	58	71

NOTES:

- Altitude loss during a stall recovery may be as much as 250 feet.
 KIAS values are approximate.

Figure 5-4. Stall Speeds



WIND COMPONENTS

NOTE

Maximum demonstrated crosswind velocity is 15 knots (not a limitation).

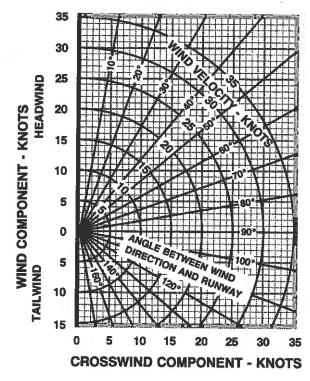


Figure 5-5. Crosswind Components

SHORT FIELD TAKEOFF DISTANCE AT 3100 POUNDS

CONDITIONS:

Flaps 20°
2400 RPM, 32 inches Hg. and Mixture set at 24 GPH Prior to Brake Release Cowl Flaps Open
Paved, Level, Dry Runway
Zero Wind
Lift Off: 54 KIAS
Speed at 50 Ft: 60 KIAS

		O°C	1	0°C	20°C		30°C		4	0°C
Press Alt In Feet	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Gmd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst
S. L.	700	1255	750	1340	800	1430	860	1525	915	1620
1000	740	1320	795	1410	850	1505	910	1605	975	1710
2000	785	1390	845	1485	905	1585	965	1690	1035	1800
3000	835	1465	895	1565	960	1670	1030	1780	1100	1900
4000	890	1545	955	1650	1020	1760	1095	1880	1170	2010
5000	945	1630	1015	1740	1090	1865	1165	1990	1245	2125
6000	1010	1720	1085	1845	1160	1975	1245	2110	1330	2255
7000	1075	1825	1155	1955	1240	2090	1325	2235	1420	2390
8000	1145	1930	1235	2070	1325	2215	1415	2370	1515	2535

- 1. Short field technique as specified in Section 4.
- Decrease distances 10% for each 9 knots headwind. For operation with tail winds up to 10 knots, increase distances by 10% for each 2.5 knots.
- 3. For operation on dry, grass runway, increase distances by 15% of the "ground roll" figure.



Figure 5-6. Short Field Takeoff Distance (Sheet 1 of 3)

SHORT FIELD TAKEOFF DISTANCE AT 2700 POUNDS

CONDITIONS:

Flaps 20°
2400 RPM, 32 inches Hg. and Mixture set at 24 GPH Prior to Brake Release
Cowl Flaps Open
Paved, Level, Dry Runway
Zero Wind
Lift Off: 50 KIAS
Speed at 50 Ft: 55 KIAS

		0°C	1	0°C	2	0°C	3	0°C	4	0°C
Press Alt In Feet	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst								
S. L.	510	925	545	985	585	1050	625	1115	665	1185
1000	540	975	580	1035	620	1100	665	1170	710	1245
2000	575	1020	615	1090	660	1160	705	1230	755	1310
3000	610	1075	655	1145	700	1220	750	1300	800	1380
4000	650	1130	695	1205	745	1285	800	1370	850	1455
5000	690	1195	740	1275	795	1355	850	1445	910	1540
6000	735	1260	790	1345	845	1435	905	1530	970	1630
7000	785	1330	845	1420	905	1520	965	1620	1035	1725
8000	840	1410	900	1505	965	1605	1030	1715	1100	1825

- 1. Short field technique as specified in Section 4.
- Decrease distances 10% for each 9 knots headwind. For operation with tail winds up to 10 knots, increase distances by 10% for each 2.5 knots.
- 3. For operation on dry, grass runway, increase distances by 15% of the "ground rolf" figure.



Figure 5-6. Short Field Takeoff Distance (Sheet 2 of 3)

SHORT FIELD TAKEOFF DISTANCE **AT 2300 POUNDS**

CONDITIONS:

Flaps 20°

2400 RPM, 32 inches Hg. and Mixture set at 24 GPH Prior to Brake Release

Cowl Flaps Open

Paved, Level, Dry Runway

Zero Wind Lift Off:

45 KIAS

Speed at 50 Ft: 50 KIAS

		0°C	1	0°C	2	0°C	3	0°C	4	0°C
Press Alt In Feet	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roli Ft	Total Ft To Clear 50 Ft Obst						
S. L.	355	660	380	700	410	745	435	790	465	835
1000	380	695	405	735	435	780	465	830	495	880
2000	400	730	430	775	460	820	490	870	525	925
3000	425	765	455	815	490	865	525	915	560	970
4000	455	805	485	855	520	910	555	965	595	1025
5000	485	845	520	900	555	960	595	1020	635	1080
6000	515	895	550	950	590	1015	630	1075	675	1145
7000	550	945	590	1005	630	1070	675	1140	720	1210
8000	585	995	630	1065	675	1130	720	1205	770	1280

- Short field technique as specified in Section 4.
- 2. Decrease distances 10% for each 9 knots headwind. For operation with tail winds up to 10 knots, increase distances by 10% for each 2.5 knots.
- 3. For operation on dry, grass runway, increase distances by 15% of the "ground roll" figure.



Figure 5-6. Short Field Takeoff Distance (Sheet 3 of 3)

MAXIMUM RATE-OF-CLIMB AT 3100 POUNDS

CONDITIONS:

Flaps Up 2400 RPM, 32 inches Hg. and Mixture set at 24 GPH Cowl Flaps Open

PRESS ALT	CLIMB SPEED		RATE OF (CLIMB - FF	M
_ ´Fi	KIAS	-20°C	0°C	20°C	40°C
S.L.	84	1165	1095	1020	950
2000	83	1125	1050	975	900
4000	83	1085	1005	930	850
6000	82	1040	960	875	795
8000	82	995	910	830	745
10,000	82	950	865	780	695
12,000	81	905	815	730	640
14,000	81	855	760	670	585
16,000	81	805	715	625	540
18,000	80	755	665	575	495
20,000	80	705	610	530	450



Figure 5-7. Maximum Rate of Climb

TIME, FUEL AND DISTANCE TO CLIMB AT 3100 POUNDS

MAXIMUM RATE OF CLIMB

CONDITIONS:

Flaps Up 2400 RPM, 32 inches Hg. and Mixture set at 24 GPH Cowl Flaps Open Standard Temperature

PRESS	OLIND.	RATE	FRO	OM SEA LI	EVEL
ALT	CLIMB SPEED KIAS	OF CLIMB FPM	TIME IN MIN	FUEL USED GAL	DIST NM
S.L.	84	1040	0	0.0	0
2000	83	1010	2	0.8	3
4000	83	980	4	1.6	6
6000	82	945	6	2.4	9
8000	82	915	8	3.3	12
10000	82	885	10	4.2	16
12000	81	855	13	5.1	19
14000	81	820	15	6.1	23
16000	81	790	18	7.1	28
18000	80	760	20	8.1	32
20000	80	725	23	9.2	37

NOTES:

1. Add 2.0 gallons of fuel for engine start, taxi and takeoff allowance.

 Increase time, fuel and distance by 10% for each 10° above standard temperature.

3. Distances shown are based on zero wind.



Figure 5-8. Time, Fuel and Distance to Climb (Sheet 1 of 2)

TIME, FUEL AND DISTANCE TO CLIMB AT 3100 POUNDS

NORMAL CLIMB - 95 KIAS

CONDITIONS:

Flaps Up 2400 RPM, 25 inches. Hg. or Mixture 16 GPH Cowl Flaps Open Standard Temperature

PRESS	CLIMB	RATE	FRC	FROM SEA LEVEL				
ALT FT	SPEED KIAS	OF CLIMB FPM	TIME IN MIN	FUEL USED GAL	DIST NM			
S.L.	95	560	0	0.0	0			
2000	95	545	4	1.0	6			
4000	95	530	7	2.0	12			
6000	95	510	11	3.0	19			
8000	95	495	15	4.1	26			
10000	95	470	19	5.2	34			
12000	95	440	24	6.3	42			

- 1. Add 2.0 gallons of fuel for engine start, taxi and takeoff allowance.
- Increase time, fuel and distance by 10% for each 8° C above standard temperature.
- Distances shown are based on zero wind.



Figure 5-8. Time, Fuel and Distance to Climb (Sheet 2 of 2)

CRUISE PERFORMANCE PRESSURE ALTITUDE SEA LEVEL

CONDITIONS:

3100 Pounds Recommended Lean Mixture Cowl Flaps Closed

NOTE:

For best economy, operate at peak T.I.T.
 Power settings not approved for cruising are indicated by dashes.

RPM	MP		°C BEL NDARD -5°C			TANDA MPERA 15°C			°C ABO NDARD 35°C	
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	28 26 24 22	88 81 74 65	139 134 130 123	18.4 16.2 14.3 12.4	83 76 70 62	139 134 129 122	16.8 14.9 13.4 11.7	78 72 66 58	138 133 128 121	15.4 13.8 12.5 11.1
2300	20 28 26 24 22 20	57 87 79 72 63 55	115 138 133 128 121 114	10.9 16.9 15.1 13.5 11.7	54 82 75 68 59 52	114 138 133 128 120 113	10.4 15.7 14.0 12.7 11.1 10.0	50 77 70 64 56 49	113 137 132 126 118 111	9.9 14.5 13.1 11.9 10.5 9.5
2200	28 26 24 22 20 18	85 77 70 60 54 46	137 132 127 118 112	15.7 14.1 12.7 11.0 10.1 8.9	80 73 66 56 51	137 132 126 117 111 102	14.7 13.2 12.0 10.5 9.6 8.5	75 68 62 53 48 41	136 130 125 116 109 98	13.8 12.4 11.4 10.0 9.2 8.1
2100	28 26 24 22 20 18	81 73 66 58 51 44	134 129 124 116 110	14.7 13.1 11.9 10.5 9.6 8.4	76 69 63 54 48 41	134 129 123 115 108 98	13.7 12.4 11.3 10.0 9.1 8.1	72 65 59 51 45	133 127 122 113 106 94	12.9 11.7 10.7 9.5 8.7 7.7
2000	28 26 24 22 20 18	77 69 63 56 49 41	132 126 121 114 107 97	13.7 12.3 11.2 10.1 9.1 8.0	73 66 59 52 46 39	132 126 120 113 105 94	12.9 11.7 10.7 9.6 8.7 7.6	68 62 56 49 43 37	130 124 118 111 102 90	12.1 11.0 10.1 9.2 8.3 7.2

Figure 5-9. Cruise Performance (Sheet 1 of 11)



CRUISE PERFORMANCE PRESSURE ALTITUDE 2000 FEET

CONDITIONS:

3100 Pounds Recommended Lean Mixture Cowl Flaps Closed

NOTE:

For best economy, operate at peak T.I.T.
 Power settings not approved for cruising are indicated by dashes.

RPM	MP		°C BELO IDARD -9°C			STANDARD 20°C ABO STANDARD 31°C 31°C				
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	28				84	142	17.1	79	142	15.7
	26	83	138	16.6	78	138	15.3	73	137	14.1
	24	76	133	14.7	71	133	13.7	67	131	12.8
	22	67	127	12.8	- 63	126	12.0	60	124	11.3
	20	59	119	11.2	56	118	10.7	52	116	10.2
2300	28	88	141	17.2	83	141	15.9	78	141	14.8
	26	81	136	15.4	76	136	14.3	71	135	13.3
	24	74	132	13.8	69	131	12.9	65	130	12.1
	22	65	124	12.0	61	124	11.4	57	122	10.8
	20	57	118	10.8	54	116	10.2	51	114	9.7
2200	28	86	140	15.9	81	140	14.9	76	139	13.9
	26	78	135	14.3	74	135	13.4	69	133	12.6
	24	71	130	13.0	67	129	12.2	63	128	11.6
	22	62	122	11.4	58	121	10.8	55	120	10.3
	20	55	116	10.3	52	114	9.8	49	112	9.4
	18	48	107	9.2	45	105	8.8	43	102	8.4
2100	28	82	137	14.8	77	137	13.9	73	136	13.0
	26	74	132	13.3	70	132	12.5	66	130	11.8
	24	67	127	12.1	64	126	11.5	60	125	10.9
	22	59	120	10.8	56	119	10.3	53	117	9.8
	20	53	113	9.8	50	111	9.3	47	109	8.9
	18	45	104	8.7	43	101	8.3	40	98	7.9
2000	28	78	135	13.9	73	134	13.0	69	133	12.3
	26	71	129	12.5	67	129	11.8	63	127	11.2
	24	64	124	11.4	60	123	10.8	57	121	10.3
	22	57	117	10.3	54	116	9.8	50	114	9.3
	20	50	110	9.3	47	108	8.9	44	105	8.4
	18	43	100	8.2	40	97	7.8	38	93	7.4

Figure 5-9. Cruise Performance (Sheet 2 of 11)



CRUISE PERFORMANCE PRESSURE ALTITUDE 4000 FEET

CONDITIONS:

3100 Pounds Recommended Lean Mixture Cowl Flaps Closed

NOTE:

For best economy, operate at peak T.IT.
 Power settings not approved for cruising are indicated by dashes

RPM	MP	20°C BELOW STANDARD TEMP -13°C			IEN	IPERA?	URE	20°C ABOVE STANDARD TEMP 27°C			
2400	20	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH	
2400	28				86	145	17.5	80	145	16.0	
	26	84	141	17.1	79	141	15.7	75	140	14.4	
1 1	24	77	137	15.1	73	136	14.0	68	135	13.0	
	22	69	130	13.2	6 5	129	12.4	61	128	11.6	
l I	20	61	123	11.6	57	122	11.0	54	120	10.5	
2300	28				84	144	16.2	79	144	15.0	
2000	26	82	140	15.7	77	140	14.6	72	138	13.6	
1 1	24	75	135	14.1	71	134	13.2	66	133	12.4	
1 1	22	67	128	12.4	63	127	11.7	59	126	11.1	
1 1	20	59	121	11.0	56	120	10.5	52	118	10.0	
2200	28	87	143	16.1	82	143	15.1	77	142	14.1	
2200	26	79	138	14.5	75	138	13.6	70	136	12.8	
1 1	24	72	133	13.2	68	132	12.4	64	131	11.7	
1	22	64	126	11.7	61	125	11.2	57	124	10.6	
1 1	20	57	119	10.5	53	118	10.0	50	115	9.6	
1 1	18	50	111	9.5	47	109	9.1	44	106	8.6	
2100	28	83	140	15.0	78	140	14.1	73	139	13.1	
2,00	26	75	135	13.5	71	135	12.7	67	133	12.0	
	24	69	130	12.3	65	129	11.6	61	128	11.0	
	22	61	123	11.1	58	122	10.5	54	120	10.0	
	20	54	116	10.0	51	114	9.5	48	112	9.1	
	18	47	107	8.9	44	105	8.5	42	101	8.1	
2000	28	79	137	14.0	74	137	13.1	70	136	12.4	
1 2000	26	72	132	12.7	68	132	12.0	63	130	11.3	
	24	65	127	11.6	61	126	11.0	57	124	10.4	
	22	58	120	10.5	55	119	10.0	51	117	9.5	
	20	51	113	9.5	48	111	9.0	46	108	8.6	
[]	18	44	103	8.4	42	100	8.0	39	96	7.6	

Figure 5-9. Cruise Performance (Sheet 3 of 11)



CRUISE PERFORMANCE PRESSURE ALTITUDE 6000 FEET

CONDITIONS:

3100 Pounds Recommended Lean Mixture Cowl Flaps Closed

Note:
1. For best economy, operate at peak T.I.T
2. Power settings not approved for cruising are indicated by dashes.

ЯРМ	MP		°C BEL NDARD -17°C		S ⁻ TEM	TANDAI IPERA 3°C	RD TURE		°C ABC NDARD 23°C	
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	28				86	149	17.7	81	148	16.2
	26	85	144	17.3	80	144	15.9	75	143	14.6
	24	78	140	15.4	74	139	14.2	69	138	13.2
	22	70	134	13.5	66	133	12.6	62	131	11.9
	20	62	126	11.8	59	125	11.2	55	123	10.7
2300	28				85	147	16.3	79	147	15.1
	26	83	143	15.9	78	143	14.8	73	141	13.7
	24	76	138	14.3	72	137	13.4	67	136	12.5
	22	68	132	12.7	64	131	12.0	60	129	11.3
	20	60	124	11.3	57	123	10.7	53	121	10.2
2200	28	88	146	16.3	83	146	15.2	78	145	14.2
	26	80	141	14.7	75	141	13.8	71	139	12.9
	24	73	136	13.4	69	135	12.6	65	134	11.9
	22	66	130	12.0	62	129	11.4	58	127	10.8
	20	58	122	10.7	55	121	10.2	51	118	9.7
	18	51	114	9.7	48	112	9.3	45	109	8.8
2100	28	83	143	15.1	79	143	14.2	74	142	13.2
	26	76	138	13.7	72	138	12.9	68	136	12.1
	24	70	133	12.4	66	132	11.8	62	130	11.2
	22	62	126	11.3	59	125	10.7	55	123	10.2
	20	55	119	10.2	52	117	9.7	49	114	9.2
	18	48	110	9.1	46	108	8.7	43	104	8.3
2000	28	79	140	14.1	74	140	13.2	70	138	12.4
	26	72	135	12.8	68	134	12.1	64	133	11.4
	24	66	129	11.7	62	128	11.1	58	127	10.5
	22	59	123	10.6	56	122	10.1	52	119	9.6
	20	52	116	9.6	49	114	9.2	46	110	8.7
	18	45	106	8.6	43	103	8.2	40	98	7.8

Figure 5-9. Cruise Performance (Sheet 4 of 11)



CRUISE PERFORMANCE PRESSURE ALTITUDE 8000 FEET

CONDITIONS: 3100 Pounds Recommended Lean Mixture Cowl Flaps Closed

Note:
1. For best economy, operate at peak T.I.T
2. Power settings not approved for cruising are indicated by dashes.

RPM	MP		°C BELO NDARD -21°C			TANDAF 1PERAT -1°C			°C ABO NDARD 19°C	
1 10 101	1441	% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	28				86	152	17.8	81	151	16.2
	26	85	147	17.3	80	147	15.9	75	146	14.6
	24	79	143	15.5	74	142	14.4	70	141	13.3
	22	71	137	13.7	67	136	12.8	63	134	12.0
	20	63	129	12.0	60	128	11.3	56	126	10.8
2300	28				85	150	16.4	80	150	15.2
2000	26	83	146	15.9	78	145	14.8	73	144	13.8
	24	77	141	14.5	72	140	13.5	68	139	12.6
	22	69	135	12.9	65	134	12.1	61	132	11.4
	20	61	127	11.4	58	126	10.9	54	123	10.3
2200	28	88	149	16.3	83	149	15.3	78	148	14.2
2200	26	81	144	14.8	76	144	13.9	71	142	13.0
	24	74	139	13.5	70	138	12.7	66	137	12.0
1	22	67	132	12.2	63	132	11.5	59	130	10.9
	20	59	125	10.9	56	124	10.4	52	121	9.9
	18	52	117	9.9	49	115	9.4	46	111	9.0
2100	28	84	146	15.2	79	146	14.2	74	145	13.3
2100	26	77	141	13.8	72	140	12.9	68	139	12.2
	24	70	136	12.6	66	135	11.9	62	133	11.2
	22	63	129	11.4	60	128	10.8	56	126	10.3
	20	56	122	10.3	53	120	9.8	50	117	9.3
	18	49	113	9.3	46	110	8.9	44	106	8.4
2000	28	79	143	14.1	75	142	13.3	70	141	12.5
2000	26	73	138	12.9	69	137	12.2	64	135	11.5
	24	66	132	11.8	62	131	11.2	59	129	10.6
	22	60	126	10.7	56	125	10.2	53	122	9.7
	20	53	118	9.7	50	116	9.3	47	113	8.8
	18	46.	109	8.7	44_	106	8.3	41	101	7.9

Figure 5-9. Cruise Performance (Sheet 5 of 11)



CRUISE PERFORMANCE PRESSURE ALTITUDE 10,000 FEET

CONDITIONS: 3100 Pounds Recommended Lean Mixture Cowl Flaps Closed

Note: 1. For best economy, operate at peak T.I.T 2. Power settings not approved for cruising are indicated by dashes.											
RPM	MP		20°C BELOW STANDARD TEMP -25°C			TANDA IPERA -5°C		20°C ABOVE STANDARD TEMP 15°C			
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH	
2400	28 26 24 22 20	85 79 72 64	150 146 140 132	17.3 15.7 13.9 12.2	87 80 75 68 60	155 150 145 139 131	17.8 15.9 14.5 13.0 11.5	81 75 70 64 57	154 148 144 137 128	16.2 14.7 13.4 12.2 10.9	
2300	28 26 24 22 20	83 77 70 62	149 144 138 130	16.0 14.6 13.1 11.6	85 78 73 66 59	154 148 143 137 129	16.4 14.9 13.6 12.3 11.0	80 74 68 62 55	152 147 142 135 126	15.2 13.8 12.8 11.6 10.4	
2200	28 26 24 22 20 18	88 81 75 68 60 53	152 147 142 135 128 120	16.4 14.9 13.6 12.3 11.1 10.0	83 76 71 64 57 50	152 146 141 135 127 118	15.3 14.0 12.9 11.7 10.5 9.6	78 72 66 60 53 47	151 145 140 133 124 114	14.3 13.1 12.1 11.1 10.0 9.1	
2100	28 26 24 22 20 18	84 77 71 64 57 50	149 144 138 132 125 116	15.2 13.9 12.7 11.5 10.4 9.4	79 73 67 60 54	149 143 138 131 122 113	14.3 13.0 12.0 11.0 9.9 9.0	74 68 63 57 50 45	147 142 136 128 119	13.3 12.2 11.3 10.4 9.4 8.6	
2000	28 26 24 22 20 18	79 73 67 60 54 47	146 140 135 129 121	14.1 13.0 11.9 10.9 9.8 8.8	75 69 63 57 51	145 139 134 127 118 108	13.3 12.2 11.3 10.3 9.4 8.4	70 65 59 54 48 42	144 138 132 124 115 103	12.5 11.5 10.6 9.8 8.9 8.0	

Figure 5-9. Cruise Performance (Sheet 6 of 11)



CRUISE PERFORMANCE PRESSURE ALTITUDE 12,000 FEET

CONDITIONS: 3100 Pounds Recommended Lean Mixture Cowl Flaps Closed

Note:

1. For best economy, operate at peak T.I.T 2. Power settings not approved for cruising are indicated by dashes.

RPM	MP		°C BEL NDARD -29°C			TANDAI IPERAT -9°C			°C ABC NDARD 11°C	
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	28				87	158	17.8	81	156	16.2
	26	85	153	17.3	80	152	15.9	75	151	14.6
	24	79	148	15.7	75	148	14.5	70	146	13.5
	22	73	143	14.0	69	142	13.1	65	140	12.3
	20	64	135	12.2	61	134	11.6	57	131	11.0
2300	28			***	85	156	16.4	80	155	15.2
	26	83	151	16.0	78	151	14.9	74	149	13.8
	24	77	146	14.6	73	145	13.6	68	144	12.7
	22	70	140	13.1	66	139	12.3	62	138	11.6
	20	62	133	11.6	59	131	11.0	55	128	10.5
2200	28	88	155	16.3	83	155	15.3	78	153	14.2
	26	81	150	14.8	76	149	13.9	72	147	13.1
	24	74	144	13.6	70	143	12.8	66	142	12.0
	22	67	138	12.3	64	137	11.6	60	134	11.0
1	20 18	60 54	130 122	11.1 10.1	57 50	128 119	10.5 9.6	53 47	125 115	10.0 9.1
2100	28	84 .	152	15.2	79	151	14.2	74	150	13.3
	26	77	146	13.8	73	145	13.0	68	144	12.2
	24	71	141	12.6	67	140	11.9	63	138	11.3
	22	64	134	11.5 10.4	60 54	133 124	10.9 9.9	57 51	130 121	10.4 9.5
	20 18	57 50	127 118	9.5	48	114	9.9	45	110	8.6
								1		
2000	28	79	148	14.1	75	147	13.3	70	146	12.5
	26	73	143	12.9	69	142	12.2	65	140	11.5
1 1	24	67 60	137 131	11.9 10.9	63 57	136 129	11.3 10.3	59 54	133 126	10.6 9.8
	22 20	54	122	9.9	51	129	9.4	48	116	9.0
	18	47	113	8.9	45	109	8.5	42	104	8.1
	10	-77	, 10	0.0	-,0		0.0	70-		0

Figure 5-9. Cruise Performance (Sheet 7 of 11)



CRUISE PERFORMANCE PRESSURE ALTITUDE 14,000 FEET

CONDITIONS: 3100 Pounds Recommended Lean Mixture Cowl Flaps Closed

Note:

For best economy, operate at peak T.I.T
 Power settings not approved for cruising are indicated by dashes.

RPM	MP		°C BEL NDARD -33°C		_	TANDAI IPERAT -13°C			°C ABC NDARD 7°C	
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	28 26 24 22 20	85 80 73 65	155 151 145 137	17.2 15.8 14.1 12.3	87 80 75 69 61	160 155 150 144 136	17.8 15.8 14.6 13.2 11.6	81 75 71 65 57	159 153 149 143 133	16.2 14.6 13.5 12.3 11.0
2300	28 26 24 22 20	83 77 70 63	154 149 143 135	15.9 14.6 13.2 11.7	85 78 73 66 59	159 153 148 142 133	16.4 14.8 13.6 12.4 11.1	80 73 68 62 55	157 152 147 140 130	15.2 13.8 12.7 11.6 10.5
2200	28 26 24 22 20 18	88 81 74 67 60 54	158 152 146 140 132 124	16.3 14.8 13.5 12.3 11.1 10.1	83 76 70 63 57 51	157 151 145 139 130 121	15.2 13.9 12.7 11.6 10.5 9.6	78 72 66 60 53 48	156 150 144 136 126 116	14,2 13.0 12.0 11.0 10.0 9.2
2100	28 26 24 22 20 18	83 77 70 64 57 51	154 148 143 136 128 119	15.1 13.8 12.6 11.5 10.5 9.5	79 72 66 60 54 48	153 148 142 135 126 116	14.2 12.9 11.9 10.9 10.0 9.1	74 68 62 57 51 45	152 146 140 132 122 111	13.2 12.2 11.3 10.4 9.5 8.6
2000	28 26 24 22 20 18	79 73 67 60 54 48	150 145 139 133 124 114	14.1 12.9 11.9 10.9 9.9 9.0	74 69 63 57 51 45	150 144 138 130 121 110	13.2 12.2 11.3 10.3 9.4 8.5	70 64 59 54 48 42	148 142 135 127 117 104	12.4 11.5 10.6 9.8 9.0 8.1

Figure 5-9. Cruise Performance (Sheet 8 of 11)



CRUISE PERFORMANCE PRESSURE ALTITUDE 16,000 FEET

CONDITIONS: 3100 Pounds Recommended Lean Mixture Cowl Flaps Closed

Note:

1. For best economy, operate at peak T.I.T
2. Power settings not approved for cruising are indicated by dashes.

RPM	MP		°C BEL NDARD -37°C			TANDAI IPERAT			°C ABC NDARD 3°C	
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	28									
	27	88	161	18.2	83	160	16.7	78	159	15.3
	26	84	158	17.1	80	157	15.7	75	156	14.5
	24	80	154	15.8	75	153	14.6	71	151	13.5
	22	73	148	14.2	69	147	13.2	65	145	12.4
	20	65	140	12.4	61	138	11.7	58	135	11.0
2300	28			_				_		
	27	86	159	16.6	81	158	15.5	76	157	14.3
	26	82	156	15.8	78	155	14.7	73	154	13.7
	24	77	151	14.5	72	150	13.5	68	149	12.7
	22	70	145	13.1	66	144	12.4	62	141	11.6
	20	63	137	11.7	59	135	11.1	55	131	10.5
2200	28				·		4-4	'		
2200	27	83	157	15.4	79	156	14.4	74	155	13.5
	26	80	154	14.7	76	153	13.8	71	152	12.9
	24	73	148	13.4	69	147	12.6	65	145	11.9
	22	67	142	12.2	63	140	11.6	59	137	10.9
	20	60	133	11.0	56	131	10.5	53	127	10.0
2100	28									
	27	79	154	14.4	75	153	13.5	70	151	12.6
	26	76	151	13.7	72	150	12.9	68	148	12.1
	24	70	145	12.5	66	144	11.9	62	141	11.2
	22	64	138	11.5	60	136	10.9	56	133	10.3
	20	57	130	10.4	54	127	9.9	50	123	9.4
2000	28									
	27	76	150	13.4	71	149	12.6	67	147	11.9
	26	72	147	12.8	68	146	12.1	64	144	11.5
1	24	67	141	11.9	63	140	11.2	59	137	10.6
	22	60	134	10.8	57	132	10.3	54	128	9.8
	20	54	126	9.9	51	123	9.4	48	117	9.0
	18	48	116	9.0	45	111	8.6	43	104	8.2

Figure 5-9. Cruise Performance (Sheet 9 of 11)



CRUISE PERFORMANCE PRESSURE ALTITUDE 18,000 FEET

CONDITIONS: 3100 Pounds

Recommended Lean Mixture Cowl Flaps Closed

Note:

1. For best economy, operate at peak T.I.T

2. Power settings not approved for cruising are indicated by dashes.

RPM	MP		°C BEL NDARD -41°C			TANDAI /IPERAT -21°C			°C ABC NDARD -1°C	
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	28									
	27	87	163	18.0	82	162	16.5	77	161	15.1
	26 24	84 79	160 156	16.9 15.7	79 75	159 155	15.5 14.5	74 70	158 154	14.3 13.4
	22	73	151	14.2	69	150	13.2	65	147	12.4
1	20	65	142	12.4	62	140	11.7	58	137	11.1
2300	28		744							
	27	85	161	16.4	80	160	15.3	75	159	14.2
	26	81	158	15.6	77	157	14.5	72	156	13.5
	24	76	153	14.4	72	152	13.4	67	150	12.6
	22	70	147	13.1	66	146	12.3	62	143	11.6
	20	62	139	11.6	59	136	11.0	55	132	10.4
2200	28									
	27	82	159	15.1	78	158	14.2	73	157	13.3
	26	79	156	14.5	75	155	13.6	70	154	12.8
	24	73	150	13.2	68	149	12.5	64	146	11.8
	22 20	66 59	143	12.1	62	141	11.4	59	138	10.8
		59	134	10.9	56	131	10.4	52	127	9.9
2100	28		1							***
	27	79	156	14.2	74	155	13.3	70	153	12.5
	26 24	76 69	153 147	13.6	71	152	12.8	67	150	12.0
	22	63	147	12.4 11.4	65 60	145 137	11.8 10.8	62 56	142 134	11.1 10.3
	20	56	131	10.4	53	127	9.9	50	122	9.4
2000	28				i	''	0.0		'	J.4
2000	26 27	75	152	13.3	71	151	12.6	67	149	11.8
	26	72	149	12.8	68	148	12.1	64	145	11.6
	24	66	143	11.8	62	141	11.2	59	138	10.6
	22	60	136	10.8	57	133	10.3	53	129	9.8
	20	54	127	9.9	51	123	9.4	48	118	9.0
	18	48	117	9.0	45	112	8.6	43	103	8.2

Figure 5-9. Cruise Performance (Sheet 10 of 11)

CRUISE PERFORMANCE PRESSURE ALTITUDE 20,000 FEET

CONDITIONS: 3100 Pounds Recommended Lean Mixture Cowl Flaps Closed

Note:
1. For best economy, operate at peak T.I.T
2. Power settings not approved for cruising are indicated by dashes.

RPM	МР		°C BELC NDARD -45°C			TANDAI 1PERAT -25°C			°C ABO NDARD -5°C	
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2400	28									
	27	86	165	17.8	82	165	16.3	77	163	14.9
	26	83	162	16.7	78	162	15.4	73	160	14.2 13.4
	24	79	159	15.6	75	158	14.4	70 65	156 149	12.4
	22	73	153	14.2	69 62	152 142	13.2 11.7	58	138	11.1
	20	65	145	12.4	62	142	11.7	90	136	11.1
2300	28	_								44.0
	27	84	163	16.2	79	162	15.1	74	161	14.0
	26	. 81	160	15.4	76	159	14.3	71	158	13.4 12.5
	24	76	156	14.2	71	155	13.3	67 62	152 144	11.5
	22	70	150 140	13.0	66 58	148 138	12.2 11.0	55	133	10.4
	20	62	140	11.6	96	130	11.0	33	133	
2200	28			_						
	27	81	161	14.9	76	160	14.0	72	158	13.1
	26	78	158	14.3	74	157	13.4	69	155	12.6
	24	72	152	13.1	68	150	12.3	64 58	147 138	11.6 10.7
	22	65	145	11.9	62 55	142 132	11.3 10.3	52	126	9.8
1	20	58	135	10.8	55	132	10.3	52	120	3.0
2100	28									400
	27	78	158	14.0	73	157	13.2	69	154	12.3
	26	75	155	13.4	71	154	12.6 11.7	66 61	151 143	11.9 11.0
	24	69	149 141	12.3 11.3	65	146 139	10.8	56	134	10.2
1	22 20	63 56	132	10.3	59 53	128	9.8	50	122	9.3
		50	132	10.5	35	'20	9.0	00	'	5.5
2000	28			40.5			40.5		450	
	27	75	155	13.3	70	154	12.5	66	150	11.8 11.4
	26	72	152	12.7 11.7	68 62	150 143	12.0 11.1	64 58	147 139	10.5
	24	66 60	145 137	10.8	57	134	10.3	53	130	9.8
	22 20	54	128	9.8	. 57 51	124	9.4	48	117	8.9
	18	48	118	9.0	46	112	8.6	43	103	8.2
	10	40	110	0.0	70	112	0.0	70	, ,,,,,	9.0



RANGE PROFILE 45 MINUTES RESERVE 64 GALLONS USABLE FUEL

CONDITIONS: 3100 Pounds Recommended Lean Mixture for Cruise Standard Temperature Zero Wind

NOTE:

This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the distance during a normal climb up to 12,000 feet and maximum climb above 12,000 feet.

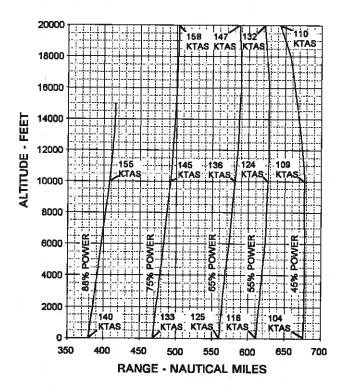


Figure 5-10. Range Profile (Sheet 1 of 2)



RANGE PROFILE 45 MINUTES RESERVE 87 GALLONS USABLE FUEL

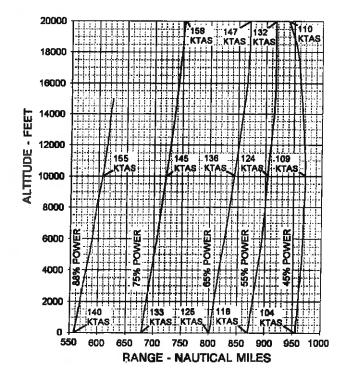
CONDITIONS: 3100 Pounds

Recommended Lean Mixture for Cruise Standard Temperature

Zero Wind

NOTE:

This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the distance during a normal climb up to 12,000 feet and maximum climb above 12,000 feet.





ENDURANCE PROFILE 45 MINUTES RESERVE 64 GALLONS USABLE FUEL

CONDITIONS: 3100 Pounds Recommended Lean Mixture for Cruise Standard Temperature Zero Wind

NOTE:

This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the distance during a normal climb up to 12,000 feet and maximum climb above 12,000 feet.

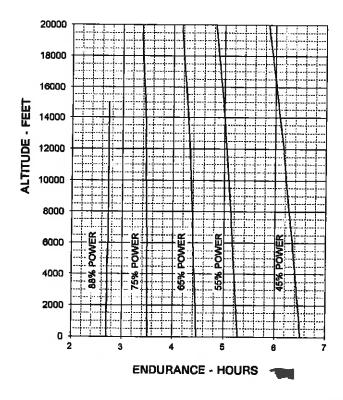


Figure 5-11. Endurance Profile (Sheet 1 of 2)

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ENDURANCE PROFILE 45 MINUTES RESERVE 87 GALLONS USABLE FUEL

CONDITIONS: 3100 Pounds Recommended Lean Mixture for Cruise Standard Temperature Zero Wind

NOTE:

This chart allows for the fuel used for engine start, taxi, takeoff and climb, and the distance during a normal climb up to 12,000 feet and maximum climb above 12,000 feet.

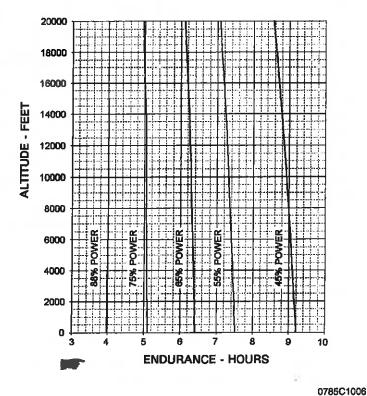


Figure 5-11. Endurance Profile (Sheet 2 of 2)

Oct 9/01 5-35

SHORT FIELD LANDING DISTANCE AT 2950 POUNDS

CONDITIONS:

Flaps FULL Power Off Maximum Braking Paved, level, dry runway Zero Wind Speed at 50 Ft: 60 KIAS

		0°C	1	0°C	2	0°C	3	0°C	4	0°C
Press Alt In Feet	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst								
S. L.	560	1300	580	1335	600	1365	620	1400	640	1435
1000	580	1265	600	1365	620	1400	645	1440	665	1475
2000	600	1370	625	1405	645	1440	670	1480	690	1515
3000	625	1410	645	1445	670	1485	695	1525	715	1560
4000	650	1450	670	1485	695	1525	720	1565	740	1600
5000	670	1485	695	1525	720	1565	745	1610	770	1650
6000	700	1530	725	1575	750	1615	775	1660	800	1700
7000	725	1575	750	1615	780	1665	805	1710	830	1750
8000	755	1625	780	1655	810	1715	835	1760	865	1805

NOTES:

- Short field technique as specified in Section 4.
- Decrease distances 10% for each 9 knots headwind. For operation with tail winds up to 10 knots, increase distances by 10% for each 2 knots.
- For operation on dry, grass runway, increase distances by 45% of the "ground roll" figure.
- 4. If a landing with flaps up is necessary, increase the approach speed by 10 KIAS and allow for 40% longer distances.

Figure 5-12. Short Field Landing Distance

SECTION 6 WEIGHT & BALANCE/ EQUIPMENT LIST

TABLE OF CONTENTS	Page
Introduction	6-3
Airplane Weighing Procedures	6-3
Weight And Balance	6-5
Baggage Tie-Down	6-7



INTRODUCTION

This section describes the procedure for establishing the basic empty weight and moment of the airplane. Sample forms are provided for reference. Procedures for calculating the weight and moment for various operations are also provided.

It should be noted that specific information regarding the weight, arm, moment and installed equipment for this airplane as delivered from the factory can only be found in the plastic envelope carried in the back of this handbook.

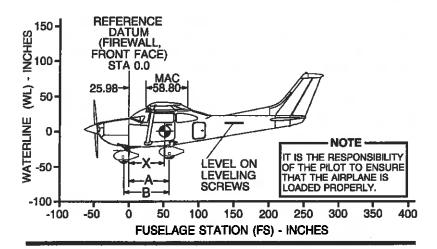
WARNING

IT IS THE RESPONSIBILITY OF THE PILOT TO ENSURE THE AIRPLANE IS LOADED PROPERLY. OPERATION OUTSIDE OF PRESCRIBED WEIGHT AND BALANCE LIMITATIONS COULD RESULT IN AN ACCIDENT AND SERIOUS OR FATAL INJURY.

AIRPLANE WEIGHING PROCEDURES

- 1. Preparation:
 - a. Inflate tires to recommended operating pressures.
 - b. Defuel airplane. Refer to the Maintenance Manual.
 - c. Service engine oil as required to obtain a normal full indication (9 quarts on dipstick).
 - d. Move sliding seats to the most forward position.
 - e. Raise flaps to the fully retracted position.
 - f. Place all control surfaces in neutral position.
 - g. Remove all non-required items from airplane.
- 2. Leveling:
 - a. Place scales under each wheel (minimum scale capacity, 1000 pounds).
 - b. Deflate the nose tire and/or lower or raise the nose strut to properly center the bubble in the level (Refer to Figure 6-1).

AIRPLANE WEIGHING FORM



LEVELING PROVISIONS

LONGITUDINAL -- LEFT SIDE OF TAILCONE AT FS 139.88 & 171.65

MEASURING A AND B

MEASURE A AND B PER PILOT'S OPERAT-ING HANDBOOK INSTRUCTIONS TO AS-BIST IN LOCATING CG WITH AIRPLANE WEIGHED ON LANDING GEAR

LOCATING CG WITH AIRPLANE ON LANDING GEAR

FORMULA for Longitudinal CG

 $(X) = (A) - \frac{(Nose Gear Net Weight)() X (B)}{Nose and Mein Landing Gear Weight Totaled ()} = ($

Inches Aft of

LOCATING PERCENT MAC

FORMULA for Percent MAC
CG Percent MAC = (CG Arm of Airplane) - 25.98
0.6880

POSITION	SCALE READING	SCALE DRIFT	TARE	NET WEIGHT
EFT SIDE				
AIRPLA	AME TOTAL AS W	EIGHED		

AIRPLANE AS WEIGHED TABLE

BASIC EMPTY WEIGHT AND CENTER-OF-GRAVITY TABLE

P

ITEM	WEIGHT (POUNDS)		MOMENT (INCH-POUNDS/1000)
AIRPLANE (CALCULATED OR AS WEIGHED) (INCLUDES ALL UNDRAINABLE FLUIDS AND FULL OIL)			
DRAINABLE UNUSABLE FUEL AT 6.0 POUNDS PER GALLON	30.0	48.0	1.4
BASIC EMPTY WEIGHT			
BASIC EMPTI MEGITI	L		07851022

Figure 6-1. Airplane Weighing Form (Sheet 1 of 2)

3. Weighing:

- a. Weigh airplane in a closed hangar to avoid errors caused by air currents.
- b. With the airplane level and brakes released, record the weight shown on each scale. Deduct the tare, if any, from each reading.

4. Measuring:

- a. Obtain measurement A by measuring horizontally (along the airplane centerline) from a line stretched between the main wheel centers to a plumb bob dropped from the firewall.
- b. Obtain measurement B by measuring horizontally and parallel to the airplane centerline, from center of nose wheel axle, left side, to a plumb bob dropped from the line between the main wheel centers. Repeat on right side and average the measurements.
- 5. Using weights from item 3 and measurements from item 4, the airplane weight and C.G. can be determined.
- Basic Empty Weight may be determined by completing Figure 6-1.

WEIGHT AND BALANCE

The following information will enable you to operate your Cessna within the prescribed weight and center of gravity limitations. To determine weight and balance, use the Sample Loading Problem, Loading Graph, and Center of Gravity Moment Envelope as follows:

Take the basic empty weight and moment from appropriate weight and balance records carried in your airplane, and enter them in the column titled YOUR AIRPLANE on the Sample Loading Problem.

NOTE

In addition to the basic empty weight and moment noted on these records, the C.G. arm (fuselage station) is also shown, but need not be used on the Sample Loading Problem. The moment which is shown must be divided by 1000 and this value used as the moment/1000 on the loading problem.

Use the Loading Graph to determine the moment/1000 for each additional item to be carried; then list these on the loading problem.

Apr 30/01 6-5

SAMPLE WEIGHT AND BALANCE RECORD

5		SH SO	(CONTINUOUS HISTORY OF CHANGES IN STRUCTURE OR EQUIPMENT AFFECTING WEIGHT AND BALANCE)		ECOL	MENT	FFECTI	NG WE	GHT AN	D BALA	NCE)
掘	ANE	AIRPLANE MODEL		S B	SERIAL NO.	ō.		PAG	PAGE NUMBER	BER	
	ITEM	ITEM NO.				WEIGHT CHANGE	CHANG	ñ		RUNNING PACIC EMPT	NING
1 2			DESCRIPTION OF ARTICLE OR	(+) daggy	(+)		REMOVED (-)	(ED (-)		MEI	GHT
<u> </u>	2	DO	MODIFICATION	WT. (LB.)	ARM (IN.)	MOMENT /1000.	WT.	APM (N.)	MOMENT /1000	WT. (LB.)	MOMENT /1000
			AS DELIVERED								

0585C1009

Figure 6-2. Sample Weight and Balance Record

NOTE

Loading Graph information for the pilot, passengers and baggage is based on seats positioned for average occupants and baggage loaded in the center of the baggage areas as shown on the Loading Arrangements diagram. For loadings which may differ from these, the Sample Loading Problem lists fuselage stations for these items to indicate their forward and aft C.G. range limitations (seat travel and baggage area limitation). Additional moment calculations, based on the actual weight and C.G. arm (fuselage station) of the item being loaded, must be made if the position of the load is different from that shown on the Loading Graph.

Total the weights and moments/1000 and plot these values on the Center of Gravity Moment Envelope to determine whether the point falls within the envelope, and if the loading is acceptable.

BAGGAGE TIE-DOWN

A nylon baggage net having tie-down straps is provided as standard equipment to secure baggage in the area aft of the rear seat (baggage areas, A, B and C). Eight eyebolts serve as attaching points for the net. A placard on the baggage door defines the weight limitations in the baggage areas.

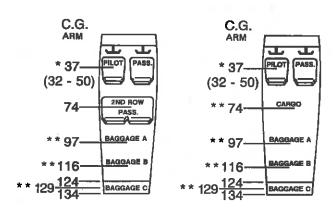
When baggage area A is utilized for baggage only, the four forward eyebolts should be used. When only baggage area B is used, the eyebolts just aft of the baggage door and the eyebolts above or below the shelf area may be used. When only baggage area C is utilized, the eyebolts above and below the shelf area should be used. When the cabin floor (baggage areas A and B) is utilized for baggage, the four forward eyebolts and the eyebolts mounted above or below the shelf area should be used. When there is baggage in areas B and C, the eyebolts just aft of the baggage door and the eyebolts above and below the shelf area should be used. When baggage is contained in all three areas, the two forward eyebolts on the cabin floor, the eyebolts just aft of the baggage door or the eyebolts at the bottom of the forward portion of the shelf area and the eyebolts near the upper forward surface of the shelf area should be used.

Apr 30/01 6-7

The rear bench seat can be removed to access the floorboard area of the rear cabin. Baggage may then be tied down using ten tiedown eyebolts to standard attach points located in the interior area of the airplane (shown in Figure 6-4, Sheet 2). The maximum allowable floor loading of the rear cabin area is 200 pounds/square foot; however, when items with small or sharp support areas are carried, the installation of a 1/4" plywood floor is recommended to protect the airplane structure.

The maximum rated load weight capacity for each of the ten tiedowns is 140 pounds. Rope, strap or cable used for tie-down should be rated at a minimum of ten times the load weight capacity of the tie-down fittings used. Weight and balance calculations for items in the area of the rear seat and baggage area can be figured on the Loading Graph using the lines labeled 2nd Row Passengers or cargo.

LOADING ARRANGEMENTS



STANDARD SEATING 2ND ROW SEAT REMOVED

NOTES:

1. The usable fuel C.G. arm is located at station 46.5

The aft baggage wall (approximate station 134) can be used as a convenentient interior reference point for determining the location of baggage area fuselage stations.

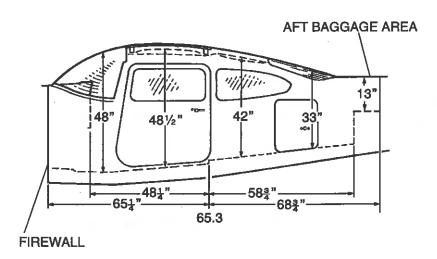
07851021

Figure 6-3. Loading Arrangements

^{*} Pilot or passenger center of gravity on adjustable seats positioned for average occupant. Numbers in parentheses indicate forward and aft limits of occupant center of gravity range.

^{**} Arms measured to the center of the areas shown.

CABIN HEIGHT MEASUREMENTS



DOOR OPENING DIMENSIONS

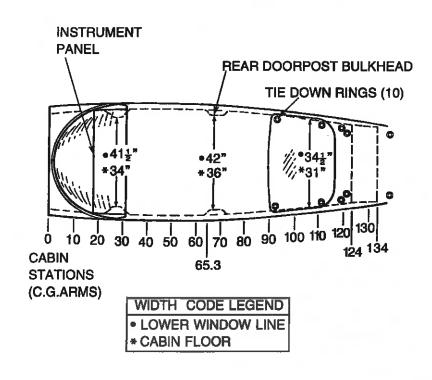
	WIDTH	WIDTH	HEIGHT	HEIGHT
	(TOP)	(BOTTOM)	(FRONT)	(REAR)
CABIN DOORS	32"	36½"	41"	38½"
BAGGAGE DOOR	15≩"	15¾"	22"	20½"

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Figure 6-4. Internal Cabin Dimensions (Sheet 1 of 2)

6-10 Apr 30/01

CABIN WIDTH MEASUREMENTS



07851020

Figure 6-4. Internal Cabin Dimensions (Sheet 2 of 2)

		W	EIGHT AN	ND MOM	ENT
	ITEM DESCRIPTION		APLE PLANE		OUR PLANE
		Weight (lbs.)	Moment (Lb-ins. /1000)	Weight (lbs.)	Moment (Lb-ins. /1000)
	Basic Empty Weight (Use the data pertaining to your airplane as it is presently equipped. Includes unusable fuel and full oil)	2050	73.0		
_	2. Usable Fuel (At 6 Lbs./Gal.)				
l	87 Gallons Maximum	522	25.1		
	Reduced Fuel (64 Gallons)				
	Pilot and Front Passenger (Station 32 to 50)	348	12.9		
	4. Second Row Passengers	0			
	Cargo Replacing Second Row Seats (Sta. 65 to 82)				
	5. *Baggage Area A (Station 82 to 109; 120 Lbs. Max.)	120	11.5		
	*Baggage Area B (Station 109 to 124; 80 Lbs. Max.)	72	8.4		
	7. *Baggage Area C (Station 124 to 134; 80 Lbs. Max.)				
	8. RAMP WEIGHT AND MOMENT	3112	130.9		
-	Fuel allowance for engine start, taxi and runup	-12	-0.5		
	10.TAKEOFF WEIGHT AND MOMENT (Subtract Step 9 from Step 8)	3100	130.4		

^{11.} Locate this point (3100 at 130.4) on the Center of Gravity Moment Envelope, and since this point falls within the envelope, the loading is acceptable, providing that flight time is allowed for fuel burn-off to a maximum of 2950 pounds before landing.

The maximum allowable combined weight capacity for baggage in areas A, B and C is 200 pounds. The maximum allowable combined weight capacity in areas B and C is 80 pounds.

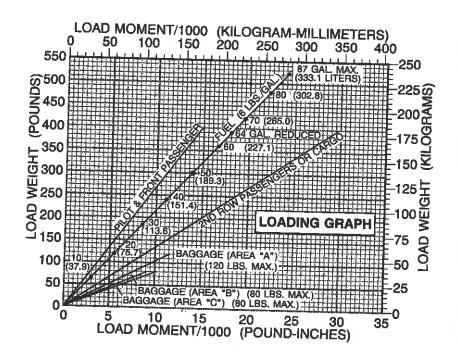
Figure 6-5. Sample Loading Problem (Sheet 1 of 2)

YOUR AIRPLANE		YOUR AIRPLANE		YOUR AIRPLANE	
Weight (lbs.)	Moment (Lb-ins. /1000)	Weight (lbs.)	Moment (Lb-ins. /1000)	Weight (lbs.)	Moment (Lb-ins. /1000)
					_
				•	
]

When several loading configurations are representative of your operations, it may be useful to fill out one or more of the above columns so specific loadings are available at a glance.

NOTE

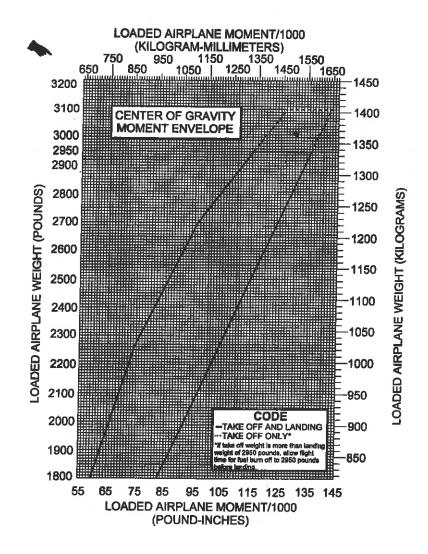
Figure 6-5. Sample Loading Problem (Sheet 2 of 2)



NOTE: Line representing adjustable seats shows pilot and front seat passenger center of gravity on adjustable seats positioned for an average occupant. Refer to the Loading Arrangements diagram for forward and aft limits of occupant C.G. range.

0785C1008

Figure 6-6. Loading Graph



0785C1009

Figure 6-7. Center of Gravity Moment Envelope

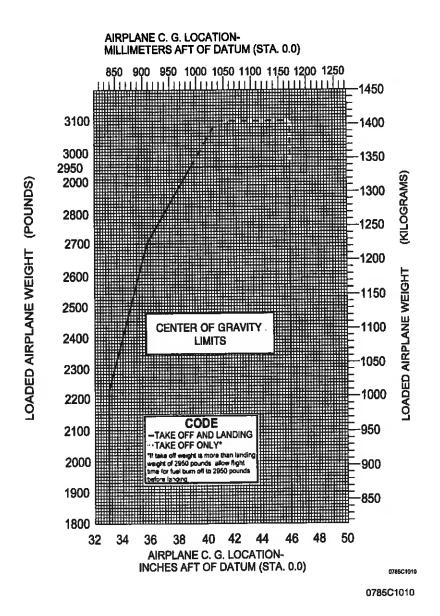


Figure 6-8. Center of Gravity Limits

COMPREHENSIVE EQUIPMENT LIST

The following figure (Figure 6-9) is a comprehensive list of all Cessna equipment which is available for the Model 182T airplane. This comprehensive equipment list provides the following information in column form:

In the ITEM NO column, each item is assigned a coded number. The first two digits of the code represent the assignment of the item within the Air Transport Association Specification 100 breakdown (11 for Paint and Placards; 24 for Electrical Power; 77 for Engine Indicating, etc...). These assignments also correspond to the Maintenance Manual chapter breakdown for the airplane. After the first two digits (and hyphen), items receive a unique sequence number (01, 02, 03, etc...). After the sequence number (and hyphen), a suffix letter is assigned to identify equipment as a required item, a standard item or an optional item. Suffix letters are as follows:

R = required items or equipment for FAA certification

S = standard equipment items

O = optional equipment items replacing required or standard items

A = optional equipment items which are in addition to required or standard items

In the **EQUIPMENT LIST DESCRIPTION** column, each item is assigned a descriptive name to help identify its function.

In the REF DRAWING column, a Cessna drawing number is provided which corresponds to the item.

NOTE

If additional equipment is to be installed, it must be done in accordance with the reference drawing, service bulletin or a separate FAA approval.

In the WT LBS and ARM INS columns, information is provided on the weight (in pounds) and arm (in inches) of the equipment item.

NOTES

Unless otherwise indicated, true values (not net change values) for the weight and arm are shown. Positive arms are distances aft of the airplane datum; negative arms are distances forward of the datum.

Asterisks (*) in the weight and arm column indicate complete assembly installations. Some major components of the assembly are listed on the lines immediately following. The sum of these major components does not necessarily equal the complete assembly installation.

Apr 30/01 6-17

ITEM NO	EQUIPMENT LIST DESCRIPTION	REF DRAWING	WT LBS	ARM INS.
	11 - PAINT AND PLACARDS			
11-01-S	CORROSION PROOFING, INTERNAL		20.1	70.0
11-02-S	PAINT, OVERALL WHITE EXTERIOR	0719028-1	18.8	91.5
11-03-O	EXTERIOR STYLING - T182T OPTION 1	0719028-4	19.6*	92.9*
	-OVERALL WHITE		18.8	91.5
	-COLORED STRIPE DECALS (BLUE/GREEN)		0.8	135.9
11-04-0	EXTERIOR STYLING - T182T OPTION 2	0719028-5	19.6*	92.9*
	-OVERALL WHITE		18.8	91.5
	-COLORED STRIPE DECALS (RED/GRAY)		8.0	135.9
11-05-8	IFR DAY & NIGHT LIMITATIONS PLACARD	0505087-24	0.0	17.3
	22 - AUTO FLIGHT			
22-01-S	DUAL AXIS AUTOPILOT, KAP 140	3900022	20.0*	106.7*
	- KC 140 DUAL AXIS COMPUTER WITH ALTITUDE PRESELECT	065-00176-7702	2.6	12.0
	- KS-270C PITCH SERVO INSTALLATION	3940431-1	4.2	171.3
	- KS-272C PITCH TRIM SERVO INSTALLATION	0701146-1	4.1	180.8
	- KS 271C ROLL SERVO INSTALLATION	3940432-1	3.6	54.2
	- CABLE ASSY, ROLL SERVO	3924137-2	0.7	66.0
	- CABLE ASSY, KC 140 AUTOPILOT	3924138-1	4.7	85.1
	- KMC 100 CONFIGURATION MODULE	071-00073-5000	0.1	12.0
	23 - COMMUNICATIONS			
23-01-S	STATIC DISCHARGE WICKS, SET OF 10	1201131-2	0.3	152.9
23-02-5	NAV/COM #1 INSTALLATION	3900022	10.4*	83.4*
	- KX 155A NAV/COM with GS	066-01032-0101	4.0	12.4
	- KI 209A CDI INDICATOR	066-03056-0011	1.2	13.9
	- CI 248 VHF COMM ANTENNA #1	3960113-11	0.5	63.3
	- CABLE ASSEMBLY	3921138-1	1.9	50.3
	- NAV ANTENNA AND CABLE INSTALLATION	3900022	2.8	239.4
23-03-A	NAV/COM #2 INSTALLATION	3900023	6.8*	17.3*
	- KX 155A NAV/COM no GS	066-01032-0101	4.0	12.4
	- KI 209 CDI INDICATOR	066-03056-0003	1.0	13.9
	- CI 248A VHF COMM ANTENNA #2	3960113-10	0.5	63.3
	- ANTENNA COUPLER	S2474-1	0.2	12.0
	- CABLE ASSEMBLY	3921141-1	0.9	18.9
23-04-S	AUDIO/INTERCOM/MARKER BEACON INSTL	3900022	5.9*	49.7*
	- KMA 28 AUDIO PANEL	066-01176-0101	1.5	14.4
·	- MARKER BEACON ANTENNA CI-102	3960193-2	0.5	131.5
	- HARDWARE AND CABLE ASSEMBLY	3921135-1	3.9	52.8

Figure 6-9. Equipment List Description (Sheet 1 of 7)

ITEM NO	EQUIPMENT LIST DESCRIPTION	REF DRAWING	WT LBS	ARM INS.
	24 - ELECTRICAL POWER			
24-01-R	ALTERNATOR, 28 VOLT, 95 AMP	9910592-3	15.4	-33.4
24-02-R	BATTERY, 24 VOLT, 15.5 A.H. MANIFOLD TYPE	C614002-0102	27.2	132.1
24-03-R	POWER JUNCTION BOX (PRECISION AIRMOTIVE CORP. MC01-3A) INCLUDES:		6.4*	-2.5*
	- ALTERNATOR CONTROL UNIT ACC2101		0.2	-2.5
	- MASTER CONTACTOR		0.7	-2.5
	- STARTER CONTACTOR		0.7	-2.5
	- AMMETER TRANSDUCER		0.1	-2.0
24-04-S	BASIC AVIONICS KIT INSTALLATION	3900022	3.9*	23.2*
	- SUPPORT STRAPS INSTALLATION	3930463	0.1	10.0
	- AVIONICS COOLING FAN INSTL	3940406-1	1.2	3.0
	- AVIONICS GROUND INSTALLATIONS	3940358-1,-4	0.1	41.0
	- CIRCUIT BREAKER PANEL INSTL	3930340	0.5	16.5
	- MICROPHONE INSTL	397013 9-3	0.3	18.5
	- CABIN SPEAKER	C596504-0101	1.7	40.0
	25 - EQUIPMENT/FURNISHINGS	- n		
25-01-R	SEAT, PILOT, ADJUSTABLE, CLOTH/VINYL COVER	0719012-1	33.8	41.5
25-02-O	SEAT, PILOT, ADJ., LEATHER/VINYL COVER	0719031-1	34.3	41.5
25-03-S	SEAT, FRONT PASSENGER, ADJUSTABLE, CLOTH/VINYL COVER	0719012-2	33.8	41.5
25-04-O	SEAT, FRONT PASSENGER, ADJUSTABLE, LEATHER/VINYL COVER	0719031-2	34.3	41.5
25-05-S	SEAT, REAR, TWO PIECE BACK, CLOTH/VINYL COVER	0719034-1	50.0	82.0
25-06-O	SEAT, REAR, TWO PIECE BACK, LEATHER/VINYL COVER	0719037-1	51.0	82.0
25-07-R	SEAT BELT AND SHOULDER HARNESS, INERTIA REEL, PILOT AND FRONT PASSENGER	0719042-1	5.2	50.3
25-08-O	SEAT BELT AND SHOULDER HARNESS, MANUAL ADJUST., PILOT AND FRONT PASSENGER	0719042	4.0	50.3
25-09-S	SEAT BELT AND SHOULDER HARNESS, INERTIA REEL, REAR SEAT	0719042-1	5.2	87.8
25-10-O	SEAT BELT AND SHOULDER HARNESS, MANUAL ADJUST., REAR SEAT	0719042	4.0	87.8
25-11-0	SUN VISOR INSTALLATION -MM 182,SET OF2	0519004-2	1.2	33.0
25-12-S	BAGGAGE RETAINING NET	1215171-2	0.5	108.0
25-13-S	CARGO TIE DOWN RINGS, SET OF 10	1211203-4	0.4	108.0
25-14-S	PILOT'S OPERATING CHECKLIST (STOWED IN INSTRUMENT PANEL MAP CASE)	0700765-3	0.3	15.0

Figure 6-9. Equipment List Description (Sheet 2 of 7)

ITEM NO	EQUIPMENT LIST DESCRIPTION	REF DRAWING	WT LBS	ARM INS.
25-15-R	PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL (STOWED IN PILOT'S SEAT BACK)	0700765-3	1.2	61.5
25-16-8	FUEL SAMPLING CUP	S2107-1	0.1	14.3
25-17-\$	TOW BAR, NOSE GEAR (STOWED)	0501019-1	1.7	108.0
25-18-S	EMERGENCY LOCATOR TRANSMITTER INSTL	3940409-1	3.2*	115.7*
	- ELT TRANSMITTER	3000-11	1.9	135.0
	- ANTENNA AND CABLE ASSY	3003-45	0.5	133.0
	- SWITCH AND WIRING	3940409-1	0.8	59.8
	26 - FIRE PROTECTION			
26-01-S	FIRE EXTINGUISHER INSTALLATION	0501011-3	5.3*	29.0*
	- FIRE EXTINGUISHER	C421001-0201	4.8	29.0
	- MOUNTING CLAMP & HARDWARE	1290010-1	0.5	29.0
	27 - FLIGHT CONTROLS			
27-01-S	DUAL CONTROLS INSTL, RIGHT SEAT	0706015-1	5.9*	12.9*
	- CONTROL WHEEL, COPILOT	0713377-4	2.3	26.0
	- RUDDER & BRAKE PEDAL INSTL, COPILOT	0760650-4	3.6	6.8
27-02-A	RUDDER PEDAL EXTENSIONS, REMOVABLE, SET OF 2 STOWED, (INSTALLED ARM SHOWN)	0501082-1	2.9	8.0
	28 - FUEL	1		
28-01-R	FUEL QUANTITY INDICATORS, LEFT & RIGHT	S3317-3	0.7	16.0
28-02-R	AUXILIARY FUEL PUMP	A8185-B	1.9	-12.0
	30 - ICE AND RAIN PROTECTION	10.100 2		
30-01-S	ELECTRIC HEATED BOOTS, PROP DE-ICE	E-7296	5.1	-22.0
	31 - INDICATING/RECORDING SYSTEM			
31-01-S	CLOCK and OAT INDICATOR INSTALLATION	M803B-2-0/28V- B	0.3*	16.7*
	-TEMPERATURE PROBE	ŀ	0.1	49.0
31-02-S	HOUR METER "HOBBS TIME"	C664503-0103	0.5	17.0
31-03-R	ANNUNCIATOR PANEL AND LIGHTS	CSEWCA-01	0.4	19.0
31-04-R	STALL WARNING INDICATOR	0718007-1	1.0	17.5
	32 - LANDING GEAR			
32-01-R	WHEEL BRAKE AND TIRE, 6.00 X 6 MAIN	0741625-15	37.1*	58.6*
	- WHEEL ASSY (EACH)	C163001-0301	7.8	58.9
	- BRAKE ASSY (EACH)	030-05219-1	1.8	55.5
ŀ	- TIRE (EACH)	C262003-0204	7.9	58.9
	- TUBE (EACH)	C262023-0102	1.3	58.9

Figure 6-9. Equipment List Description (Sheet 3 of 7)

SECTION 6 WEIGHT & BALANCE / EQUIPMENT LIST

ITEM NO	EQUIPMENT LIST DESCRIPTION	REF DRAWING	WT LB\$	ARM INS.
32-02-R	WHEEL AND TIRE ASSY, 5.00 X 5 NOSE	0540000-2	8.8*	-7.1*
	- WHEEL ASSY	1241156-12	2.8	-7.1
	- TIRE	C262003-0202	4.6	-7.1
	- TUBE	C262023-0101	1.4	-7.1
32-03-A	WHEEL FAIRING AND INSTALLATION	0741643-1	16.4*	44.5*
	- NOSE WHEEL FAIRING	0743050-14	3.1	-6.0
	- MAIN WHEEL FAIRINGS, SET OF 2	0741647-1,-2	9.5	60.6
	33 - LIGHTS			
33-01-S	MAP LIGHT IN CONTROL WHEEL	0706015	0.2	21.5
33-02-S	COURTESY LIGHTS UNDER WING	0700615-18	0.7	61.7
33-03-S	NAVIGATION LIGHT DETECTORS	0723205-7	0.0	31.7
33-04-S	FLASHING BEACON ON VERTICAL FIN TIP	0701042-6	0.8	253.1
33-05-S	WING TIP STROBE LIGHT INSTALLATION	0723628	4.5	40.4
33-06-S	LANDING AND TAXI LIGHT INSTALLATION	1221059-7,-8	2.2	26.8
	34 - NAVIGATION			
34-01-R	INDICATOR, AIRSPEED	S3325-5	0.7	16.2
34-02-S	ALTERNATE STATIC AIR SOURCE	0701028-4	0.2	15.5
34-03-R	ALTIMETER, SENSITIVE, INCHES OF MERCURY, 35,000 FT	S3350-1	0.9	15.3
34-04-0	ALTIMETER, SENSITIVE, WITH FT & MILLIBARS, 35,000 FT	S3372-1	0.9	15.3
34-05-S	BLIND ALTITUDE ENCODER INSTALLATION	3940426-1	0.9	15.0
34-06-R	COMPASS INSTL, MAGNETIC	1213679-5	0.5	18.0
34-07-S	GYRO, INSTALLATION (RQS, 37-01-S)	0706009-3	7.8*	11.0*
	- DIRECTIONAL GYRO INDICATOR	S3330-2	2.8	15.2
	- ATTITUDE GYRO INDICATOR	\$3326-1	2.1	14.0
	- HOSE AND MISC HARDWARE	0706009-2	2.9	4.5
34-08-S	TURN COORDINATOR INDICATOR	S3291-1	1.2	15.5
34-09-S	VERTICAL SPEED INDICATOR	S3327-1	0.7	15.3
34-10-A	ADF INSTALLATION	3900023	9.1*	26.1*
	- KR-87 ADF RECEIVER	066-01072-0014	3.2	12.4
	- KI 227 ADF INDICATOR	066-03063-0000	0.7	13.9
	- ADF ANTENNA	39601 92-1	4.2	39.6
	- ADF CABLE ASSEMBLY	3922105-1	1.0	22.0
34-11-A	GPS INSTALLATION	3900023	5.0*	16.3*
	- KLN 94 GPS RECEIVER	069-01034-0101	3.7	12.6
<u> </u>	- GPS ANTENNA	3960194-1	0.3	43.4
	- GPS CABLE ASSEMBLY	3928113-1	1.0	21.8
34-12-S	MODE C TRANSPONDER INSTL	3900022-1	3.4*	20.3*
ļ ,	- KT 76C TRANSPONDER	066-01156-0101	2.4	12.7
	- TRANSPONDER ANTENNA - CI - 105	3960195-1	0.2	86.5
	- CABLE ASSEMBLY	3923112-1	0.8	26.2

Figure 6-9. Equipment List Description (Sheet 4 of 7)

Apr 30/01 6-21

ITEM NO	EQUIPMENT LIST DESCRIPTION	REF DRAWING	WT LBS	ARM INS.
34-13-A	- MULTI-FUNCTION DISPLAY INSTALLATION	3900023	6.1*	12.7*.
	- KMD 550 DISPLAY	3910310-20	5.1	12.7
	- CABLE ASSY AND MOUNTING HARDWARE	3927100-1	1.0	12.7
34-14-A	HORIZONTAL SITUATION INDICATOR (NET CHANGE)	3900024	13.6*	98.5*
	- GYRO SLAVING METER	071-01242-0006	0.3	16.0
	- FLUX DETECTOR INSTL (IN LH WING)	3940362	0.6	52.6
	- NAV CONVERTER INSTL	3940361	1.3	131.0
	- SLAVED GYRO FOR HSI (IN TAILCONE)	3940363-1	5.1	136.8
	- GYRO SYSTEM FOR HSI	0706011-1	12.0	1.9
	- STD GYRO SYSTEM REMOVED		-15.6	4.5
	- KI 209 NAV INDICATOR REMOVED		-1.2	13.9
	- WIRING FOR HSI		7.6	58.1
	- HSI INDICATOR	066-03046-0007	3.4	14.1
34-15-A	STORMSCOPE INSTALLATION	3900024	5.5*	119.5*
	- WX 500 STORMSCOPE PROCESSOR	805-11500-001	1.9	132.0
	- MOUNTING TRAY AND HARDWARE	817-11500-001	0.7	136.0
	- STORMSCOPE ANTENNA	805-10930-001	8.0	184.0
	- ANTENNA CABLE AND WIRING 35 - OXYGEN SYSTEM	3927101-1	2.1	78.0
35-01-S	OXYGEN PROVISIONS			l
35-01-S	OXYGEN PROVISIONS OXYGEN BOTTLE INSTALLATION	0701166-1	3.0	95.6
00-02-0	- O2 BOTTLE ASSEMBLY, SCOTT	0701166-2	21.4*	139.8*
	- OXYGEN MASK, PILOT, SCOTT	804882-33	14.8	143.5
	- OXYGEN MASK, 3 PASSENGERS,	383-HH-BB 383-GG-BB	0.2	41.5
	SCOTT	303-44-88	0.7	68.5
	 50 CU. FT. (1850 PSI) OXYGEN @ .0832 LB. CU. FT. 		4.2	143.5
	37 - VACUUM			
37-01-S		0706009-3	6.7*	-1.5*
	- VACUUM PUMP, AIRBORNE 215CC	E215CC	2.1	-5.0
	 VACUUM PUMP, AIRBORNE 216CW 	E216CW	2.1	-5.0
	- COOLING SHROUDS (2)	1201998-1	0.3	-5.6
	- FILTER INSTALLATION	1201075-2	0.3	12.5
		2H3-48	0.5	2.1
,	- MANIFOLD	1H5-25	0.5	-3.0
į	- VACUUM GAUGE/AMMETER	S3280-1	0.6	15.6
	53 - FUSELAGE			
53-01-S		0701127-2	1.7	15.2
53-02-A		0700612-1	1.5	45.6
53-03-A	STABILIZER ABRASION BOOTS, SET OF 2	0500041-3	0.6	206.0

Figure 6-9. Equipment List Description (Sheet 5 of 7)

ПЕМ	EQUIDMENT LICT DESCRIPTION	DEE DDAWNA	WT	ARM
NO	EQUIPMENT LIST DESCRIPTION	REF DRAWING	LBS	INS.
53-04-A	TOW HOOK KIT (INSTALLED ARM SHOWN)	0712643-1	0.6*	230.0*
	- TOW HOOK, SCHWEIZER ID-112-15	0500228-2	0.5	232.0
	- NYLON RELEASE CORD, 18 FEET LONG	0500228-3	0.0	160.0
	56 - WINDOWS			
56-01-S	WINDOW, HINGED RIGHT DOOR	0711050-48	5.8	47.8
56-02-S	WINDOW, HINGED LEFT DOOR	0711050-47	5.8	47.8
	61 - PROPELLER			
61-01-R	PROPELLER ASSEMBLY, 3-BLADE MCCAULEY W/DE-ICE B3D36C442/80VSB-1 (WEIGHT w/o 31-01-S)	P4427296-0153	76.6	-47.5
61-02-R	SPINNER INSTALLATION, 3-BLADE	D-7261-2	4.1	-49.9
61-03-R	GOVERNOR, PROPELLER	C161031-0119	2.7	-42.5
	71 - POWERPLANT			
71-01-R	AIR INTAKE FILTER, DONALDSON	P106150	1.3	-35.2
	72 - ENGINES			
72-01-R	ENGINE, LYCOMING TIO-540-AK1A59976	0750636-1	473.8*	-24.0*
	73 - ENGINE FUEL and CONTROL			
73-01-R	MANIFOLD PRESSURE & FUEL FLOW	S3304-1	1.0	15.0
73-02-R	FUEL QUANTITY INDICATORS, LEFT & RIGHT	S3317-3	0.7	15.0
	77 - ENGINE INDICATING			
77-01-R	TACHOMETER INSTALLATION, RECORDING	S3329-4	1.0	16.2
77-02-R	CHT/TURBINE INLET TEMP INDICATOR			
	78 - EXHAUST			
78-01-R	EXHAUST SYSTEM INSTALLATION	0750644	2.5*	-12.0*
	79 - OIL			
79-01-R	OIL COOLER INSTALLATION, STEWART WARNER	10891A	5.5	-12.0
79-02-R	OIL PRESSURE AND TEMPERATURE IND.	S3279-1	8.0	14.5
	98 - AVIONICS PACKAGE OPTIONS			
98-01-S		3900022-1	46.8*	81.6*
	- 22-01-S KAP 140 DUAL AXIS AUTOPILOT		20.0	106.7
	- 23-02-\$ KX 155A NAV/COM WITH GLIDE SLOPE			83.4
	- 23-04-S KMA 28 AUDIO/INTERCOM/MARKER BEACON INSTALLATION		5.9	49.7

Figure 6-9. Equipment List Description (Sheet 6 of 7)

ITEM	EQUIPMENT LIST DESCRIPTION	REF DRAWING	WT LBS	ARM INS.
	- BASIC AVIONICS KIT INSTL.		3.9	23.2
	- 25-18-S ELT INSTALLATION		3.2	115.7
	- 34-12-S KT 76C MODE C TRANSPONDER		3.4	20.3
98-02-A	NAV 1 AVIONICS PACKAGE (STANDARD AVIONICS PACKAGE PLUS THE FOLLOWING), (NET CHANGE OVER STANDARD PKG SHOWN)	3900023-1	18.3*	15.5*
	- 23-03-A KX 155A NAV/COM WITH GLIDE SLOPE		6.8	17.3
	- 34-11-A KLN 94 GPS INSTALLATION		5.0	16.3
ļ	- 34-13-A KMD 550 MFD INSTALLATION		6.1	12.7
	- CIRCUIT BREAKER PANEL EXCHANGE		0.2	16.5
	- MD41-231 NAV/GPS SWITCH INSTALLATION		0.2	16.5
98-03-A	NAV 1 PACKAGE WITH ADF, (NET CHANGE OVER STANDARD PACKAGE SHOWN)	3900023-3	27.6*	19.0*
	- 34-10-A ADF INSTALLATION		9.1	26.1
	- CIRCUIT BRKR PNL EXCHNG (CHNG OVER NAV 1)		0.2	16.5
98-04-A	NAV 2 AVIONICS PACKAGE (NAV 1 PACKAGE PLUS THE FOLLOWING), (NET CHANGE OVER STANDARD PACKAGE SHOWN)	3900024-1	38.6*	59.5*
	- 34-13-A STORMSCOPE INSTALLATION		5.5	119.5
	- 34-14-A HSI INSTALLATION	3900008-1	13.6	98.5
	- CIRCUIT BRKR PNL EXCHNG (CHNG OVER NAV 1)		0.4	16.5
	- MD41-233 (EXCHANGE FOR MD41-231 IN NAV 1)		0.0	16.5
	MD41-24 REMOTE RELAY		0.8	16.5
98-05-A	NAV 2 PACKAGE WITH ADF, (NET CHANGE OVER STANDARD PACKAGE SHOWN)	3900024-3	47.9*	53.0*
	- 34-10-A ADF INSTALLATION		9.1	26.1
	- CIRCUIT BRKR PNL EXCHNG (CHNG OVER NAV 2)		0.2	16.5
	PXE 7300 Stereolco Player	337	2.6	17
	Remote Satellite Radio Receiver	337	2.6	128
	Satellite Radio Antenna	337	.2	135

Figure 6-9. Equipment List Description (Sheet 7 of 7)

SECTION 7 AIRPLANE & SYSTEMS DESCRIPTION

TABLE OF CONTENTS

	Page
Introduction	7-5
Airframe	7-5
Flight Controls	7-6
Trim Systems	7-9
Instrument Panel	7-9
Pilot Panel Layout	7-9
Center Panel Layout	7-12
Copilot Panel Layout	7-12
Center Pedestal Layout	7-12
Ground Control	7-13
Wing Flap System	7-14
Landing Gear System	7-15
Baggage Compartment	7-15
Seats	7-15
Integrated Seat Belt/Shoulder Harness	7-16
Entrance Doors And Cabin Windows	7-18
Control Locks	7-19
Engine	7-20
Engine Controls	7-20
Engine Instruments	7-21
New Engine Break In And Operation	7-23
Engine Lubrication System	7-23
Ignition And Starter System	7-24
Air Induction System	7-24
Exhaust System	7-24
Fuel Injection System	7-25
i dei injection dystem	, 20

Apr 30/01 7-1

TABLE OF CONTENTS (Continued)

	Page
Cooling System	7-25
Turbocharging System	7-26
Propeller	7-31
Fuel System	7-32
Fuel Distribution	7-33
Fuel Indicating System	7-33
Auxiliary Fuel Pump Operation	7-35
Fuel Return System	7-36
Fuel Venting	7-36
Fuel Selector Valve	7-37
Fuel Drain Valves	7-38
Brake System	7-38
Electrical System	7-39
Annunciator Panel	7-42
Master Switch	7-43
Avionics Master Switches	7-43
Ammeter	7-44
Low Voltage Annunciation	7-44
Circuit Breakers And Fuses	7-45
Ground Service Plug Receptacle	7-45
Lighting Systems	7-47
Exterior Lighting	7-47
Interior Lighting	7-47
Cabin Heating, Ventilating And Defrosting System	7-49
Oxygen System	7-51
Pitot-Static System And Instruments	7-55
Airspeed Indicator	7-56

TABLE OF CONTENTS (Continued)	
·	Page
Vertical Speed Indicator	7-57
Altimeter	7-57
Vacuum System And Instruments	7-57
Attitude Indicator	7-57
Directional Indicator	7-58
Vacuum Gauge	7-58
Low Vacuum Annunciation	7-58
Clock/O.A.T. Gauge	7-60
Stall Warning System	7-60
Standard Avionics	7-61
Avionics Support Equipment	7-61
Avionics Cooling Fan	7-61
Microphone And Headset Installations	7-61
Auxiliary Audio Input Jack	7-62
Power Converter	7-62
Static Dischargers	7-63
Cabin Features	7-63
Emergency Locator Transmitter	7-63
Cabin Fire Extinguisher	7-63

INTRODUCTION

This section provides description and operation of the airplane and its systems. Some equipment described herein is optional and may not be installed in the airplane. Refer to the Supplements Section 9, for details of other optional systems and equipment.

AIRFRAME

The airplane is an all metal, six-place, high wing, single engine airplane equipped with tricycle landing gear and is designed for general utility purposes.

The construction of the fuselage is of conventional aluminum bulkhead, stringer and skin design commonly known as "semimoncoque". Major components of the structure include the front and rear carry-thru spars (to which the wings attach); these form the top element of the forward and aft doorpost bulkhead assemblies. The lower member of the forward doorpost bulkhead assembly is below the cabin floor and provides the fuselage attachment for the The lower member of the aft doorpost bulkhead assembly is also below the floor and serves as the forward web of the landing gear carry-thru structure. The main landing gear attaches to the fuselage on each side at an inner and outer forged bulkhead that attaches at the front to the lower member of the aft doorpost bulkhead and at the rear to another transverse bulkhead below the floorboard. The engine mount structure is supported by a keel beam assembly that also supports the lower cowling, passes aft through the firewall into the cabin below the floorboard and attaches to the lower member of the forward doorpost bulkhead assembly. The keel beam assembly also provides the attachments for the nose landing gear.

The externally braced wings, containing integral fuel tanks, are constructed of a front and rear spar with formed sheet metal ribs, doublers, and stringers. The entire structure is covered with aluminum skin. The front spars are equipped with wing-to-fuselage and wing-to-strut attach fittings. The aft spars are equipped with wing-to-fuselage attach fittings, and are partial span spars.

Frise-type ailerons and single-slot type flaps are attached to the trailing edge of the wings. The ailerons are constructed of a forward spar, formed sheet metal ribs, a "V" type corrugated aluminum skin joined together at the trailing edge, and a formed leading edge containing balance weights. The flaps are constructed basically the same as the ailerons, with the exception of the balance weights, aft spars and the addition of a trailing edge stiffener.

The empennage (tail assembly) consists of a conventional vertical stabilizer, rudder, horizontal stabilizer, and elevator. The vertical stabilizer consists of forward and aft spar, formed sheet metal ribs and reinforcements, four skin panels, formed leading edge skins and a dorsal fin.

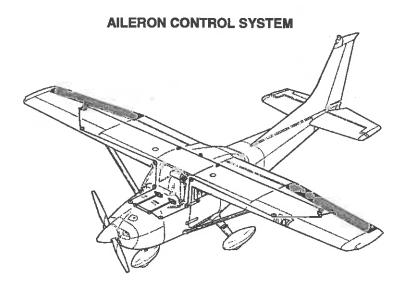
The rudder is constructed of a forward and aft spar, formed sheet metal ribs and reinforcements, and a wrap-around skin panel. The top of the rudder incorporates a leading edge extension which contains a balance weight.

The horizontal stabilizer is constructed of a forward and aft spar, ribs and stiffeners, center upper and lower skin panels, and two left and two right wrap-around skin panels which also form the leading edges. The horizontal stabilizer also contains the elevator trim tab actuator.

Construction of the elevator consists of formed leading edge skins, a forward spar, aft channel, ribs, torque tube and bellcrank, left upper and lower "V" type corrugated skins, and right upper and lower "V" type corrugated skins incorporating a trailing edge cut-out for the trim tab. Both elevator tip leading edge extensions incorporate balance weights. The elevator trim tab consists of a spar, rib, and upper and lower "V" type corrugated skins.

FLIGHT CONTROLS

The airplane's flight control system (Refer to Figure 7-1) consists of conventional aileron, elevator and rudder control surfaces. The control surfaces are manually operated through mechanical linkage using a control wheel for the ailerons and elevator, and rudder/brake pedals for the rudder. The elevator control system is equipped with downsprings which provide improved stability in flight.



RUDDER AND RUDDER TRIM
CONTROL SYSTEMS

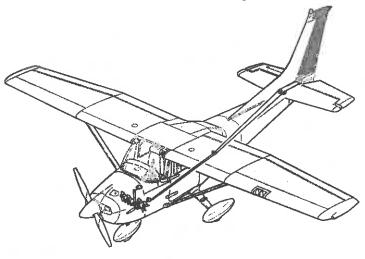
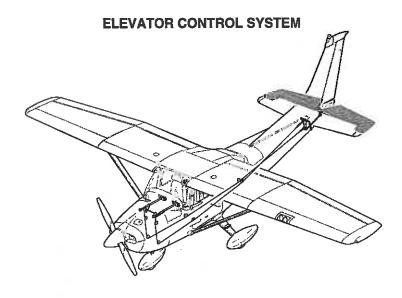


Figure 7-1. Flight Control and Trim Systems (Sheet 1 of 2)



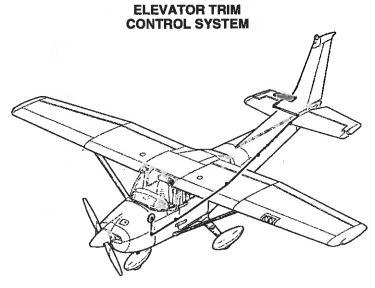


Figure 7-1. Flight Control and Trim Systems (Sheet 2 of 2)

TRIM SYSTEMS

A manually-operated rudder and elevator trim is provided (refer to Figure 7-1). Rudder trimming is accomplished through a bungee unit connected to the rudder control system and a trim control wheel mounted on the control pedestal. Rudder trimming is accomplished by rotating the horizontally mounted trim control wheel either left or right to the desired trim position. Rotating the trim wheel to the right, will trim nose-right; conversely, rotating it to the left will trim nose-left. Elevator trimming is accomplished through the elevator trim tab by utilizing the vertically mounted trim control wheel. Forward rotation of the trim wheel will trim nose-down, conversely, aft rotation will trim nose-up.

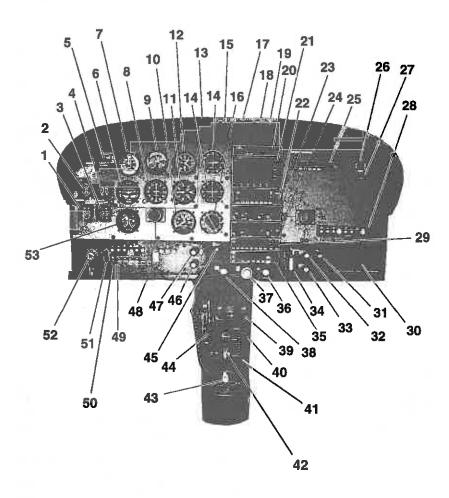
INSTRUMENT PANEL

The instrument panel (Refer to Figure 7-2) is of all-metal construction, and is designed in segments to allow related groups of instruments, switches and controls to be removed without removing the entire panel. For specific details concerning the instruments, switches, circuit breakers, and controls on the instrument panel, refer to related topics in this section.

PILOT PANEL LAYOUT

Flight instruments are contained in a single panel located in front of the pilot. These instruments are designed around the basic "T" configuration. The gyros are located immediately in front of the pilot, and arranged vertically over the control column. The airspeed indicator and altimeter are located to the left and right of the gyros, respectively. The remainder of the flight instruments are clustered around the basic "T".

Below the flight instruments is a sub panel which contains the engine tachometer and the manifold pressure/fuel flow gauge. Various navigational instruments are located to the right. To the left of the flight instruments is a sub panel which contains a left/right fuel quantity indicator unit, an oil temperature/oil pressure indicator unit, a vacuum gauge/ammeter indicator unit, a T.I.T./CHT indicator unit, and a digital clock/OAT indicator.



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Figure 7-2. Instrument Panel (Sheet 1 of 2)

SECTION 7 AIRPLANE & SYSTEMS DESCRIPTION

1.	Oil Temperature and Oil Pressure Indicator	27 .	Hour Meter
2.	Fuel Quantity Indicators	28.	Avionics Circuit Breaker Panel
3.	Vacuum Gauge/Ammeter	29.	Transponder
4.	T.I.T. and CHT Indicator	30.	Glove Box
5.	Digital Clock/OAT Indicator	31.	Cabin Defrost
6.	Turn Coordinator	32.	Cabin Heat
7.	Airspeed Indicator	33.	Cabin Air
8.	Directional indicator	34.	Flap Switch Lever and Flap Switch Position Indicator
9.	Attitude Indicator	35.	Autopilot Computer
10.	Tachometer	36.	Mixture Control
11.	Vertical Speed Indicator	37.	Propeller Control
12.	Altimeter	38.	Throttle Control
13.	Annunciator Panel	39.	Rudder Trim
14.	Course Deviation and Gilde Slope Indicators	40.	Cowl Flap Control Lever
15.	GPS Annunciator/Switch	41.	12 Volt Power Port
16.	ADF Indicator	42.	Hand Mic
17.	Prop De-ice Switch	43.	Fuel Selector
18.	Radio Cali Panel	44.	Elevator Trim Control
19.	Day/Night/Test Switch	45.	Alternate Static Air Control
20.	Audio Control Panel	46.	Glareshield and Pedestal Dimming Control
21.	Multi-Function Display	47.	Radio Panel Dimming Control
22 .	GPS Receiver	48.	Avionics Master Switch
23.	Nav/Com Radio #1	49.	Circuit Breakers and Switch/Breakers
24.	Nav/Com Radio #2	50.	Auxiliary Fuel Pump Switch
25.	ADF Receiver	51.	Master Switch
26.	ELT Remote Switch/Annunclator	52.	Ignition Switch
		53 .	Manifold Pressure/Fuel Flow Indicator

Figure 7-2. Instrument Panel (Sheet 2 of 2)

Below the flight and engine instruments are the circuit breakers and switches used throughout the airplane. The master switch, avionics master switch, ignition switch, and lighting controls are located in this area of the panel.

CENTER PANEL LAYOUT

The center panel contains various avionics equipment arranged in a vertical rack. This arrangement allows each component to be removed without having to access the backside of the panel. Below the panel are the throttle, propeller, mixture and alternate static air controls.

An annunciator panel is located in the glareshield and provides caution and warning messages for low fuel quantity, low oil pressure, low vacuum, low voltage and autopilot pitch trim situations.

COPILOT PANEL LAYOUT

The copilot panel contains the hour meter, ELT switch, avionics equipment, avionics circuit breakers and room for expansion of indicators and other avionics equipment. Below this panel are the glove box, cabin heat, defroster and cabin air controls, and wing flap lever.

CENTER PEDESTAL LAYOUT

The center pedestal, located below the center panel, contains the elevator and rudder trim control wheels and position indicators, and provides a bracket for the microphone. The fuel selector valve handle is located at the base of the pedestal. A parking brake handle is mounted below the switch and control panel in front of the pilot.

GROUND CONTROL

Effective ground control while taxiing is accomplished through nose wheel steering by using the rudder pedals; left rudder pedal to steer left and right rudder pedal to steer right. When a rudder pedal is depressed, a spring-loaded steering bungee (which is connected to the nose gear and to the rudder bars) will turn the nose wheel through an arc of approximately 15° each side of center. By applying either left or right brake, the degree of turn may be increased up to 35° each side of center.

Moving the airplane by hand is most easily accomplished by attaching a tow bar to the nose gear strut. If a tow bar is not available, or pushing is required, use the wing struts as push points. Do not use the vertical or horizontal surfaces to move the airplane. If the airplane is to be towed by vehicle, never turn the nose wheel more than 35° either side of center or structural damage to the nose gear could result.

The minimum turning radius of the airplane, using differential braking and nose wheel steering during taxi, is approximately 27 feet. To obtain a minimum radius turn during ground handling, the airplane may be rotated around either main landing gear by pressing down on a tailcone bulkhead just forward of the horizontal stabilizer to raise the nose wheel off the ground. Care should be exercised to ensure that pressure is exerted only on the bulkhead area and not on skin between the bulkheads. Pressing down on the horizontal stabilizer to raise the nose wheel off the ground is not recommended.

WING FLAP SYSTEM

The single slot-type wing flaps (Refer to Figure 7-3), are extended or retracted by positioning the wing flap switch lever on the instrument panel to the desired flap deflection position. The switch lever is moved up or down in a slotted panel that provides mechanical stops at the 10° and 20° positions. To change flap setting, the flap lever is moved to the right to clear mechanical stops at the 10° and 20° positions. A scale and pointer to the left of the flap switch indicates flap travel in degrees. The wing flap system circuit is protected by a 10-ampere circuit breaker, labeled FLAP, on the left side of the control panel.

NOTE

A flap interrupt switch, on the upper sill of the forward cargo door opening, will stop flap operation regardless of flap position anytime the forward cargo door is unlatched. The switch is intended to prevent lowering the flaps into the cargo door when it is open.

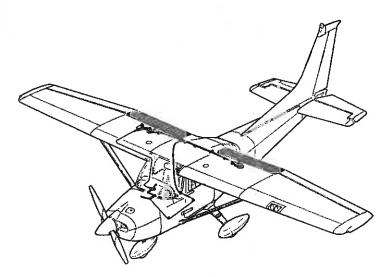


Figure 7-3. Wing Flap System

LANDING GEAR SYSTEM

The landing gear is of the tricycle type, with a steerable nose wheel and two main wheels. Wheel and main gear brace fairings are standard for both the main and nose wheels. Shock absorption is provided by the leaf spring steel main landing gear struts and the air/oil nose gear shock strut. Each main gear wheel is equipped with a hydraulically actuated disc-type brake on the inboard side of each wheel.

BAGGAGE COMPARTMENT

The baggage compartment consists of the area from the back of the rear passenger seats to the aft cabin bulkhead. Access to the baggage compartment is gained through a lockable baggage door on the left side of the airplane, or from within the airplane cabin. A baggage net with tiedown straps is provided for securing baggage and is attached by tying the straps to tiedown rings provided in the airplane. For baggage area and door dimensions, refer to Section 6

SEATS

The seating arrangement consists of two vertically adjusting crew seats for the pilot and front seat passenger, and an infinitely adjustable split back bench seat for rear seat passengers.

Seats used for the pilot and front seat passenger are adjustable fore and aft, and up and down. Additionally, the angle of the seat back is infinitely adjustable.

Fore and aft adjustment is made using the handle located below the center of the seat frame. To position the seat, lift the handle, slide the seat into position, release the handle and check that the seat is locked in place. To adjust the height of the seat, rotate the large crank under the right hand corner of the seat until a comfortable height is obtained. To adjust the seat back angle, pull up on the release button, located in center front of seat, just under the seat bottom, position the seat back to the desired angle, and release the button. When the seat is not occupied, the seat back will automatically fold forward whenever the release button is pulled up.

The rear passenger seat consists of a fixed, one-piece seat bottom and an infinitely-adjustable split back. Seat back controls are located beneath each seat bottom and provide adjustment for each seat back. To adjust the seat back, raise the lever, position the seat back to the desired angle, release the lever and check that the back is locked in place.

Headrests are installed on both the front and rear seats. To adjust the headrest, apply enough pressure to it to raise or lower it to the desired level.

INTEGRATED SEAT BELT/SHOULDER HARNESS

All seat positions are equipped with integrated seat belts/shoulder harness assemblies (Refer to Figure 7-4). The design incorporates an overhead inertia reel for the shoulder portion, and a retractor assembly for the lap portion of the belt. This design allows for complete freedom of movement of the upper torso area while providing restraint in the lap belt area. In the event of a sudden deceleration, reels lock up to provide positive restraint for the user.

In the front and center seats, the inertia reels are located on the centerline of the roof area. In the rear seats, the inertia reels are located outboard of each passenger in the roof area.

To use the integrated seat belt/shoulder harness, grasp the link with one hand, and, in a single motion, extend the assembly and insert into the female receptacle. Positive locking has occurred when a distinctive "snap" sound is heard.

Proper locking of the lap belt can be verified by ensuring that the belts are allowed to retract into the retractors and the lap belt is snug and low on the waist as worn normally during flight. No more than one additional inch of belt should be able to be pulled out of the retractor once the lap belt is in place on the occupant. If more than one additional inch of belt can be pulled out of the retractor, the occupant is too small for the installed restraint system and the seat should not be occupied until the occupant is properly restrained.

Removal is accomplished by lifting the release mechanism on the buckle or by pressing the release button on the buckle and pulling out and up on the harness. Spring tension on the inertia reel will automatically stow the harness.

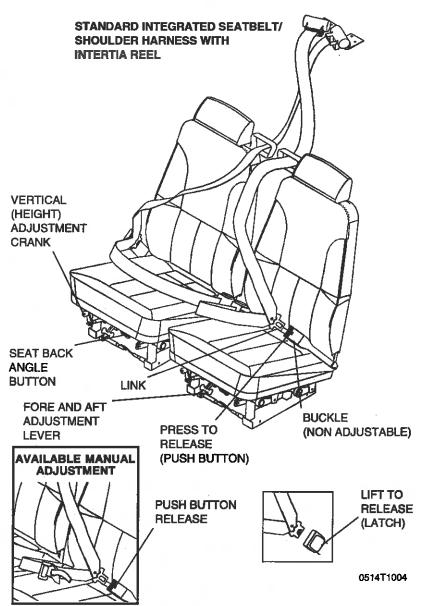


Figure 7-4. Crew Seats, Seat Belts and Shoulder Harnesses

A manually adustable seat belt/shoulder harness assembly is available for all seats.

To use the manually adjustable seat belt/shoulder harness, fasten and adjust the seat belt/shoulder harness first. Lengthen the seat belt as required by pulling on the release strap on the belt. Snap the connecting link firmly into the buckle, then adjust to length. A properly adjusted harness will permit the occupant to lean forward enough to sit erect, but prevent excessive forward movement and contact with objects during sudden deceleration. Also, the pilot must have the freedom to reach all controls easily.

Disconnecting the manually adjustable seat belt/shoulder harness is accomplished by pushing the button on the buckle to release the connecting link.

ENTRANCE DOORS AND CABIN WINDOWS

Entry to, and exit from the airplane is accomplished through either of two entry doors, one on each side of the cabin at the front seat positions (refer to Section 6 for cabin and cabin door dimensions). The doors incorporate a recessed exterior door handle, a conventional interior door handle, a key operated door lock (left door only), a door stop mechanism, and openable windows in both the left and right doors.

NOTE

The door latch design on this model requires that the outside door handle on the pilot and front passenger doors be extended out whenever the doors are open. When closing the door, do not attempt to push the door handle in until the door is fully shut.

To open the doors from outside the airplane, utilize the recessed door handle near the aft edge of either door by grasping the forward edge of the handle and pulling outboard. To close or open the doors from inside the airplane, use the combination door handle and arm rest. The inside door handle has three positions and a placard at its base which reads OPEN, CLOSE, and LOCK. The handle is spring loaded to the CLOSE (up) position. When the door has been pulled shut and latched, lock it by rotating the door handle forward to the LOCK position (flush with the arm rest). When the handle is rotated to the LOCK position, an over center action will hold it in that position. Both cabin doors should be locked prior to flight, and should not be opened intentionally during flight.

NOTE

Accidental opening of a cabin door in flight due to improper closing does not constitute a need to land the airplane. The best procedure is to set up the airplane in a trimmed condition at approximately 80 KIAS, momentarily shove the door outward slightly, and forcefully close and lock the door.

Exit from the airplane is accomplished by rotating the door handle from the LOCK position, past the CLOSE position, aft to the OPEN position and pushing the door open. To lock the airplane, lock the right cabin door with the inside handle, close the left cabin door, and using the ignition key, lock the door.

The left and right cabin doors are equipped with openable windows which are held in the closed position by a detent equipped latch on the lower edge of the window frame. To open the windows, rotate the latch upward. Each window is equipped with a spring-loaded retaining arm which will help rotate the window outward, and hold it there. If required, either window may be opened at any speed up to 175 KIAS. The rear side windows and rear windows are of the fixed type and cannot be opened.

CONTROL LOCKS

A control lock is provided to lock the aileron and elevator control surfaces to prevent damage to these systems by wind buffeting while the airplane is parked. The lock consists of a shaped steel rod and flag. The flag identifies the control lock and cautions about its removal before starting the engine. To install the control lock, align the hole in the top of the pilot's control wheel shaft with the hole in the top of the shaft collar on the instrument panel and insert the rod into the aligned holes. Installation of the lock will secure the ailerons in a neutral position and the elevators in a slightly trailing edge down position. Proper installation of the lock will place the flag over the ignition switch. In areas where high or gusty winds occur, a control surface lock should be installed over the vertical stabilizer and rudder. The control lock and any other type of locking device should be removed prior to starting the engine.

ENGINE

The airplane is powered by a horizontally opposed, six cylinder, overhead valve, turbocharged, air cooled, fuel injected engine with a wet sump lubrication system. The engine is the Lycoming Model TIO-540-AK1A and is rated at 235 horsepower at 2400 RPM and 32 inches of manifold pressure. Major accessories include a propeller governor on the front of the engine, starter, a belt driven alternator mounted on the front of the engine, dual magnetos on the rear of the engine, dual vacuum pumps, and a full flow oil filter mounted on the rear of the engine accessory case.

Other major accessories include a turbocharger connected to the induction air and exhaust systems, and associated components.

ENGINE CONTROLS

Engine manifold pressure is set using the throttle control, a smooth black knob, which is located at the center of the instrument panel below the radios. The throttle control is configured so that the throttle is open in the forward position and closed in the full aft position. A friction lock, which is a round knurled knob, is located at the base of the throttle control shaft and is operated by rotating the lock clockwise to increase friction or counterclockwise to decrease it.

Engine speed is controlled by the propeller control. The propeller control is a fluted, blue knob located immediately to the right of the throttle control. This system is described under "Propeller" in this section.

The mixture control, mounted near the propeller control, is a red knob with raised points around the circumference and is equipped with a lock button in the end of the knob. The rich position is full forward, and full aft is the idle cutoff position. For small adjustments, the control may be moved forward by rotating the knob clockwise, and aft by rotating the knob counterclockwise. For rapid or large adjustments, the knob may be moved forward or aft by depressing the lock button in the end of the control, and then positioning the control as desired.

ENGINE INSTRUMENTS

Engine operation is monitored by the following instruments: oil pressure/ oil temperature indicator, turbine inlet temperature (T.I.T.)/cylinder head temperature indicator, manifold pressure gauge/fuel flow indicator, and tachometer.

Oil pressure signals are generated from a pressure transducer. An oil pressure line is routed from the upper front of the engine case to the rear engine baffle. At the baffle, the oil pressure line is connected to the transducer. This transducer produces an electrical signal which translates into a pressure reading at the indicator.

In addition, a separate low oil pressure indication is provided through the panel annunciator. This annunciator is wired to a pressure switch located on the rear of the engine accessory case. When oil pressure is below 20 PSI, the switch grounds and completes the annunciator circuit, illuminating the red OIL PRESS annunciator. When pressure exceeds 20 PSI, the ground is removed and the OIL PRESS annunciator extinguishes.

NOTE

The low oil pressure switch is also wired into the hour (Hobbs) meter. When pressure exceeds 20 PSI, a ground is supplied to the hour meter, completing the hour meter circuit.

Oil temperature signals are generated from a resistance-type probe located in the accessory case. As oil temperature changes, the probe resistance changes. This resistance is translated into oil temperature readings on the indicator.

The T.I.T./CHT indicator unit, located on the left side of the instrument panel, is activated by electrical signals originating in the engine compartment. Markings for the turbine inlet temperature portion of the indicator are in 25°F increments, with normal range (green arc) between 1350°F and 1675°F and the maximum (red line) at 1675°F. Marking for the cylinder head temperature portion of the indicator are in 50°F increments, with numbers at 200°F, 300°F, 400°F and 500°F. Normal operating temperatures (green arc) for the CHT gauge are 200°F to 480°F, with red line at 480°F.

T.i.T. signals are generated from a thermocouple probe in the exhaust system. The probe generates a voltage potential with respect to temperature. This voltage potential registers as a temperature change in the indicator.

CHT signals are generated from a resistance-type probe screwed into the cylinder head of the number 5 (copilot side aft) cylinder. The resistance of the probe changes in proportion to the temperature, and is registered on the indicator as a change in temperature.

The engine driven mechanical tachometer is located on the lower right side of the pilot's instrument panel. The instrument is marked in increments of 100 RPM, and indicates both engine and propeller speed. An hour meter in the lower section of the dial records elapsed engine time in hours and tenths based on a record speed of 2400 RPM. Instrument markings include the normal operating range (green arc) of 2000 to 2400 RPM, and a maximum (red line) of 2400 RPM.

The manifold pressure gauge is the left half of a dual-indicating instrument located on the lower left side of the instrument panel. The gauge is direct reading and indicates induction air manifold pressure in inches of mercury. It has a normal operating range (green arc) of 15 to 28 In. Hg and a maximum (red line) of 32 in. Hig. The fuel flow indicator is the right half of a dual-indicating instrument located on the lower left side of the instrument panel. The fuel flow is measured by a transducer mounted on the aft engine baffle. The fuel goes from the engine driven fuel pump through the transducer by a line to the throttle body. The transducer receives a voltage from the indicator and returns a signal depending on the flow through the transducer. The indicator is marked in gallons per hour and has a green arc from 0 to 18 gal/hr and a maximum (red line) fuel flow of 24 gph. There may be some atmospheric conditions that would result in fuel flow rates that exceed the maximum marked value on the indicator (i.e. very low density altitude and full throttle). If the indicator is pegged out, the mixture control should be used to adjust for the desired value. The fuel flow indicator may indicate low fuel flow rates when the fuel injector(s) become blocked or partially blocked.

7-22 Apr 30/01

NEW ENGINE BREAK IN AND OPERATION

The engine run-in was accomplished at the factory and is ready for the full range of use. It is, however, suggested that cruising be accomplished at 65% to 75% power as much as practicable until a total of 50 hours has accumulated or oil consumption has stabilized. This will ensure proper seating of the piston rings.

The airplane is delivered from the factory with corrosion preventive oil in the engine. If, during the first 25 hours, oil must be added, use only ashless dispersant oil conforming to specification MIL-L-22851.

ENGINE LUBRICATION SYSTEM

The engine utilizes a full pressure, wet sump type lubrication system. The capacity of the engine sump (located on the bottom of the engine) is 8 quarts (one additional quart is contained in the engine oil filter). Oil is drawn from the sump through a filter screen on the end of a pickup tube to the engine-driven oil pump. Oil from the pump passes through an oil pressure screen, full flow oil filter, a pressure relief valve at the rear of the right oil gallery, and a thermostatically controlled remote oil cooler. Oil from the remote cooler is then circulated to the left oil gallery and propeller governor. The engine parts are then lubricated by oil from the galleries. After lubricating the engine, the oil returns to the sump by gravity. The filter adapter in the full flow filter is equipped with a bypass valve which will cause lubricating oil to bypass the filter in the event the filter becomes plugged, or the oil temperature is extremely cold.

An oil dipstick/filler tube is located on the right side of the engine case. The dipstick and oil filler are accessible through a door on the right side of the engine cowling. The engine should not be operated on less than 4 quarts of oil. For extended flight, fill to eight quarts (dipstick indication only). For engine oil grade and specifications, refer to Section 8 of this handbook.

Oct 9/01 7-23

IGNITION AND STARTER SYSTEM

Engine ignition is provided by two engine-driven magnetos, and two spark plugs in each cylinder. The right magneto fires the lower left and upper right spark plugs, and the left magneto fires the lower right and upper left spark plugs. Normal operation is conducted with both magnetos due to the more complete burning of the fuel/air mixture with dual ignition.

Ignition and starter operation is controlled by a rotary-type switch located on the left switch and control panel. The switch is labeled clockwise, OFF, R, L, BOTH, and START. The engine should be operated on both magnetos (BOTH position) except for magneto checks. The R and L positions are for checking purposes and emergency use only. When the switch is rotated to the START position, (with the master switch in the ON position), the starter contactor is closed and the starter, now energized, will crank the engine. When the switch is released, it will automatically return to the BOTH position.

AIR INDUCTION SYSTEM

The engine air induction system receives ram air through an intake on the lower front portion of the engine cowling. The intake is covered by an air filter which removes dust and other foreign matter from the induction air. Airflow passing through the filter enters an air box. The air box has a spring-loaded alternate air door. If the air induction filter should become blocked, suction created by the engine will open the door and draw unfiltered air from inside the lower cowl area. An open alternate air door will result in manifold pressure losses of up to 15 in. Hg at full throttle above 8,000 feet. After passing through the air box, induction air enters a compressor then to a fuel/air control unit on top of the engine, and is then ducted to the engine cylinders through intake manifold tubes.

EXHAUST SYSTEM

Exhaust gas from each cylinder passes through riser assemblies to a heat exchanger, then turbocharger and single tailpipe. Shrouds are constructed around the outside of the heat exchanger to form a heating chamber which supplies heat to the cabin.

7-24 Apr 30/01

FUEL INJECTION SYSTEM

The engine is equipped with a fuel injection system. The system is comprised of an engine-driven fuel pump, fuel/air control unit, fuel manifold, fuel flow indicator, and air-bleed type injector nozzles.

Fuel is delivered by the engine-driven fuel pump to the fuel/air control unit on top of the engine. The fuel/air control unit correctly proportions the fuel flow to the induction air flow. After passing through the control unit, induction air is delivered to the cylinders through the intake manifold tubes and metered fuel is delivered to a fuel manifold (flow divider). The fuel manifold, through spring tension on a diaphragm and valve, evenly distributes the fuel to an air-bleed type injector nozzle in the intake valve chamber of each cylinder. A fuel flow transducer is also installed upstream of the fuel/air control unit which attaches to the rear baffle, and is connected to a fuel flow indicator on the instrument panel.

COOLING SYSTEM

Ram air for engine cooling enters through two intake openings in the front of the engine cowling. The cooling air is directed from above the engine, around the cylinders and other areas of the engine by baffling, and then exits through cowl flaps on the lower aft edge of the cowling. The cowl flaps are mechanically operated from the cabin by means of a cowl flap lever on the right side of the control pedestal. Before starting the engine, during takeoff or high power operation, the cowl flap lever should be placed in the OPEN position for maximum cooling. This is accomplished by moving the lever to the right to clear the detent, then moving the lever up to the OPEN position.

While in cruise flight, cowl flaps should be closed unless hot day conditions require them to be adjusted to keep the cylinder head temperature at approximately two-thirds of the normal operating range (green arc). During extended let-downs, it may be necessary to completely close the cowl flaps by moving the cowl flap lever to the CLOSED position.

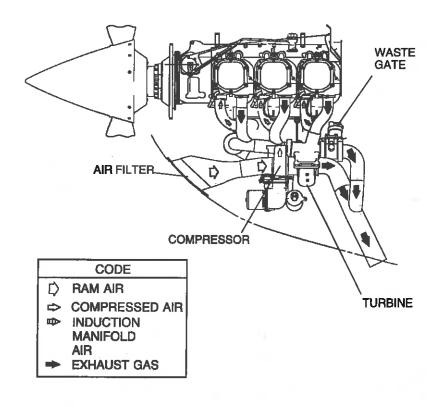
TURBOCHARGING SYSTEM

Because the engine is turbocharged, some of its characteristics are different from a normally aspirated engine. The following information describes the system and points out some of the items that are affected by turbocharging. Section 4 contains the normal operating procedures for the turbocharged engine.

The following steps, when combined with the turbocharger system schematic (Figure 7-5), provide a better understanding of how the turbocharger system works. The steps follow the induction air as it enters and passes through the engine until it is expelled as exhaust gases.

- Engine induction air is supplied through an opening in the lower cowl, ducted through a filter and into the compressor where it is compressed.
- 2. The pressurized induction air then passes through the throttle body and induction manifold into the cylinders.
- The air and fuel are burned and exhausted through the turbine.
- 4. The exhaust gases drive the turbine which, in turn, drives the compressor, thus completing the cycle.

The compressor has the capability of producing manifold pressure in excess of the takeoff maximum of 32 inches Hg. In order not to exceed 32 inches of manifold pressure, a waste gate is used so that some of the exhaust will bypass the turbine and be vented into the tailpipe.



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Figure 7-5. Turbocharger Schematic



It can be seen from studying Steps 1 through 4 that anything that affects the flow of induction air into the compressor or the flow of exhaust gases into the turbine will increase or decrease the speed of the turbocharger. This resultant change in flow will have no effect on the engine if the waste gate is still open because the waste gate position is changed to hold compressor discharge pressure constant. A waste gate controller automatically maintains maximum allowable compressor discharge pressure any time the turbine and compressor are capable of producing that pressure.

At high altitude, part throttle, or low RPM, the exhaust flow is not capable of turning the turbine and compressor fast enough to maintain maximum compressor discharge pressure, and the waste gate will close to force all of the exhaust flow through the turbine.

When the waste gate is fully closed, any change in turbocharger speed will mean a change in engine operation. Thus, any increase or decrease in turbine speed will cause an increase or decrease in manifold pressure and fuel flow. If turbine speed increases, the manifold pressure increases; if the turbine speed decreases, the manifold pressure decreases. Since the compression ratio approaches 3 to 1 at high altitude, any change in exhaust flow to the turbine or ram induction air pressure will be magnified proportionally by the compression ratio and the change in flow through the exhaust system.

MANIFOLD PRESSURE VARIATION WITH ENGINE RPM

When the waste gate is open, the turbocharged engine will react the same as a normally aspirated engine when the engine RPM is varied. That is, when the RPM is increased, the manifold pressure will decrease slightly. When the engine RPM is decreased, the manifold pressure will increase slightly.

However, when the waste gate is closed, manifold variation with engine RPM is just opposite of the normally aspirated engine. An increase in engine RPM will result in an increase in manifold pressure, and a decrease in engine RPM will result in a decrease in manifold pressure.

MANIFOLD PRESSURE VARIATION WITH ALTITUDE

At full throttle, the turbocharger has the capability of maintaining the maximum continuous manifold pressure of 32 inches Hg. up to 20,000 feet depending on engine and atmospheric conditions. However, engine operating limitations establish the maximum manifold pressure that may be used.

At part throttle, the turbocharger is capable of maintaining cruise climb power of 2400 RPM and 25 in. Hg. from sea level to 20,000 feet in standard temperatures.

MANIFOLD PRESSURE VARIATION WITH AIRSPEED

When the waste gate is closed, manifold pressure will vary with variations in airspeed. This is because the compressor side of the turbocharger operates at pressure ratios of up to 3 to 1 and any change in pressure at the compressor inlet is magnified at the compressor outlet with a resulting effect on the exhaust flow and turbine side of the turbocharger.

FUEL FLOW VARIATIONS WITH CHANGES IN MANIFOLD PRESSURE

The engine-driven fuel pump output is regulated by engine speed and compressor discharge pressure. Engine fuel flow is regulated by fuel pump output and the metering effects of the throttle and mixture control. When the waste gate is open, fuel flow will vary directly with manifold pressure, engine speed, mixture, or throttle control position. In this case, manifold pressure is controlled by throttle position and the waste gate controller, while fuel flow varies with throttle movement and manifold pressure.

When the waste gate is closed and manifold pressure changes are due to turbocharger output, as discussed previously, fuel flow will follow manifold pressure even though the throttle position is unchanged. This means that fuel flow adjustments required of the pilot are minimized to (1) small initial adjustments on takeoff or climb-out for the proper rich climb setting, (2) lean-out in cruise, and (3) return to full rich position for approach and landing.

MANIFOLD PRESSURE VARIATION WITH INCREASING OR DECREASING FUEL FLOW

When the waste gate is open, movement of the mixture control has little or no effect on the manifold pressure of the turbocharged engine.

When the waste gate is closed, any change in fuel flow to the engine will have a corresponding change in manifold pressure. That is, increasing the fuel flow will increase the manifold pressure and decreasing the fuel flow will decrease the manifold pressure. This is because an increased fuel flow to the engine increases the mass flow of the exhaust. This turns the turbocharger faster, increasing the induction air flow and raising the manifold pressure.

MOMENTARY OVERSHOOT OF MANIFOLD PRESSURE

Under some circumstances (such as rapid throttle movement, especially with cold oil), it is possible that the engine can be overboosted slightly above the maximum takeoff manifold pressure of 32 inches Hg. This would most likely be experienced during the takeoff roll or during a change to full throttle operation in flight. The induction air pressure relief valve will normally limit the overboost to 2 to 3 inches.

A slight overboost of 2 to 3 inches of manifold pressure is not considered detrimental to the engine as long as it is momentary. No corrective action is required when momentary overboost corrects itself and is followed by normal engine operation. However, if overboosting of this nature persists when oil temperature is normal or if the amount of overboost tends to exceed 3 inches or more, the throttle should be retarded to eliminate the overboost and the controller system, including the waste gate and relief valve, should be checked for necessary adjustment or replacement of components.

ALTITUDE OPERATION

Because a turbocharged airplane will climb faster and higher than a normally aspirated airplane, fuel vaporization may be encountered. When fuel flow variations of ± 1 GPH or more are observed (as a "nervous" fuel flow needle), or if a full rich mixture setting doesn't provide the desired fuel flow, placing the auxiliary fuel pump switch in the ON position will control vapor. However, it will also increase fuel flow, making it necessary to adjust the mixture control for the desired fuel flow. The auxiliary fuel pump should be left on for the remainder of the climb. It can be turned off whenever fuel flow will remain steady with it off, and the mixture must be adjusted accordingly. The auxiliary fuel pump should be turned off and the mixture reset prior to descent.

PROPELLER

The airplane has an all metal, three-bladed, constant speed, governor-regulated propeller. Setting the governor with the propeller control establishes the propeller speed, and thus the engine speed to be maintained. The governor controls the flow of engine oil, boosted to high pressure by an internal pump, to or from a piston in the propeller hub. Oil pressure acting on the piston twists the blades toward high pitch (low RPM). When oil pressure to the piston in the propeller hub is reduced, centrifugal force, assisted by an internal spring, twists the blades toward low pitch (high RPM).

The propeller control knob in the lower center of the instrument panel is used to set the governor and control engine RPM as desired for various flight conditions. The knob is labeled PROP PUSH INCR RPM. When the control knob is pushed in, blade pitch will decrease, giving a higher RPM. When the control knob is pulled out, the blade pitch increases, thereby decreasing RPM. The propeller control knob is equipped with a vernier feature which allows slow or fine RPM adjustments by rotating the knob clockwise to increase RPM, and counterclockwise to decrease it. To make rapid or large adjustments, depress the button on the end of the control knob and reposition the control as desired.

An optional propeller de-ice system is available for the airplane. Details of this system are presented in the Supplements section.

FUEL SYSTEM

The airplane fuel system (see Figure 7-6) consists of two vented integral fuel tanks (one tank in each wing), two fuel manifolds (one in each aft doorpost), a dual stack, four-position selector valve, an electrically-driven auxiliary fuel pump, and a fuel strainer. The engine-mounted portion of the system consists of the engine-driven fuel pump, a fuel/air control unit, fuel flow transducer, a fuel distribution valve (flow divider) and fuel injection nozzles.

The fuel system also incorporates a fuel return system that returns fuel from the top of the fuel servo back to each integral wing tank. The system includes a flexible fuel hose assembly between the servo and the firewall. Aluminum fuel lines return the fuel to the top portion of the selector valve and then to the aircraft integral tanks. One drain is added to properly drain the return system.

A WARNING

UNUSABLE FUEL LEVELS FOR THIS AIRPLANE WERE DETERMINED IN ACCORDANCE WITH FEDERAL AVIATION REGULATIONS. FAILURE TO OPERATE THE AIRPLANE IN COMPLIANCE WITH FUEL LIMITATIONS SPECIFIED IN SECTION 2 MAY FURTHER REDUCE THE AMOUNT OF FUEL AVAILABLE IN FLIGHT.

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 TANKS	FUEL LEVEL (QUANTITY EACH TANK)	TOTAL FUEL	TOTAL UNUSABLE	TOTAL USABLE ALL FLIGHT CONDITIONS
Two	Full (46.0)	92.0	5.0	87.0
Two	Reduced (34.5)	69.0	5.0	64.0

Figure 7-6. Fuel Quantity Data in U.S. Gallons

FUEL DISTRIBUTION

Fuel flows by gravity from the two wing tanks through the fuel manifold (aft pickup only), and to a four position selector valve. From the selector valve, fuel flows through the auxiliary fuel pump, the fuel strainer, and to the engine driven fuel pump. A portion of the fuel (approximately 7 gallons/hour) is returned to the wing tank currently selected through the use of the fuel return system. From the engine driven fuel pump, fuel is delivered to the fuel/air control unit on the bottom of the engine. The fuel/air control unit (fuel servo) meters fuel flow in proportion to induction air flow. After passing through the control unit, metered fuel goes to a fuel distribution valve (flow divider) located on top of the engine. From the fuel distribution valve, individual fuel lines are routed to air bleed type injector nozzles located in the intake chamber of each cylinder.

FUEL INDICATING SYSTEM

Fuel quantity is measured by two float-type fuel quantity transmitters (one in each tank) and displayed by an electrically operated fuel quantity indicator on the left side of the instrument panel. The indicators are marked in gallons of fuel. An empty tank is indicated by a red line and the number "0". When an indicator shows an empty tank, approximately 2.5 gallons remain in a tank as unusable fuel. The indicators should not be relied upon for accurate readings during skids, slips, or unusual attitudes.

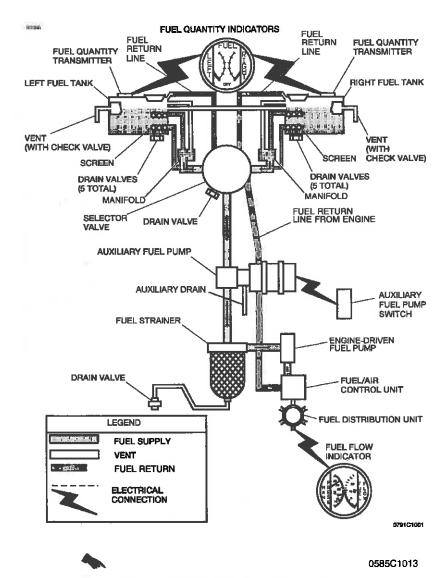


Figure 7-7. Fuel System Schematic

7-34 Apr 30/01

The fuel quantity indicators also incorporate warning circuits which can detect low fuel conditions and erroneous transmitter signals. Anytime fuel in the tank drops below approximately 8 gallons (and remains below this level for more than 60 seconds), the amber LOW FUEL message will flash on the annunciator panel for approximately 10 seconds and then remain steady. The annunciator cannot be turned off by the pilot. If the left tank is low, the message will read L LOW FUEL. If the right tank is low, the message will read LOW FUEL R. If both tanks are low, the message will read L LOW FUEL R.

In addition to low fuel annunciation, the warning circuitry is designed to report failures with each transmitter caused by shorts or opens. If the circuitry detects any one of these conditions, the fuel level indicator needle will go to the OFF position (below the "0" mark on the fuel gauge), and 60 seconds later the amber annunciator will illuminate. If the left tank transmitter has failed, the message will read L LOW FUEL. If the right tank transmitter has failed, the message will read LOW FUEL R. If both tanks transmitters have failed, the message will read L LOW FUEL R.

Fuel flow is measured by use of a fuel transducer (flowmeter) mounted on the center line of the engine in front of the fuel distribution unit. This flowmeter produces an electrical signal which is translated in the cockpit-mounted indicator as gallons-per-hour. Normal operating (green arc) range is from 0 to 18 gallons-per-hour with a step at 16 gallons-per-hour.

AUXILIARY FUEL PUMP OPERATION

The auxiliary fuel pump is used primarily for priming the engine before starting. Priming is accomplished through the fuel injection system. If the auxiliary fuel pump switch is accidentally placed in the ON position for prolonged periods (with master switch turned on and mixture rich) with the engine stopped, the engine may be flooded.

The auxiliary fuel pump is also used for vapor suppression in hot weather. Normally, momentary use will be sufficient for vapor suppression; however, continuous operation is permissible if required. Turning on the auxiliary fuel pump with a normally operating engine pump will result in only a very minor enrichment of the mixture.

It is not necessary to operate the auxiliary fuel pump during normal takeoff and landing, since gravity and the engine-driven pump will supply adequate fuel flow. In the event of failure of the engine-driven fuel pump, use of the auxiliary fuel pump will provide sufficient fuel to maintain flight at maximum continuous power.

Under hot day-high altitude conditions, or conditions during a climb that are conducive to fuel vapor formation, it may be necessary to utilize the auxiliary fuel pump to attain or stabilize the fuel flow required for the type of climb being performed. In this case, turn the auxiliary fuel pump on, and adjust the mixture to the desired fuel flow. If fluctuating fuel flow (greater than 1 GPH) is observed during climb or cruise at high altitudes on hot days, place the auxiliary fuel pump switch in the ON position to clear the fuel system of vapor. The auxiliary fuel pump may be operated continuously in cruise.

FUEL RETURN SYSTEM

A fuel return system was incorporated to improve engine operation during extended idle operation in hot weather environments. The major components of the system include and orificed fitting located in the top of the fuel servo, a dual stack fuel selector, and a drain valve assembly. The system is designed to return fuel/vapor back to the main tanks at approximately 7 gallons per hour. The dual stack selector ensures that fuel returns only to the tank that is selected as the feed tank. For example, if the fuel selector is positioned to use fuel from the left hand tank, the fuel return system is returning fuel to the left hand tank only.

FUEL VENTING

Fuel system venting is essential to system operation. Complete blockage of the venting system will result in decreasing fuel flow and eventual engine stoppage. Venting consists of an interconnecting vent line between the tanks, and check valve equipped overboard vents in each tank. The overboard vents protrude from the bottom surfaces of the wings behind the wing struts, slightly below the upper attach points of the struts. The fuel filler caps are vacuum vented; the vents will open and allow air to enter the fuel tanks in case the overboard vents become blocked.

FUEL SELECTOR VALVE

The fuel selector is a four-position selector valve, labeled BOTH, RIGHT, LEFT and OFF. The selector handle must be pushed down before it can be rotated from RIGHT or LEFT to OFF. The top portion of the valve is the return portion of the valve, while the bottom portion of the valve is the supply portion. Each side is isolated from the other.

The fuel selector valve should be in the BOTH position for takeoff, climb, landing, and maneuvers that involve prolonged slips or skids of more than 30 seconds. Operation from either LEFT or RIGHT tank is reserved for cruising flight.

NOTE

When the fuel selector valve handle is in the BOTH position in cruising flight, unequal fuel flow from each tank may occur if the wings are not maintained exactly level. Resulting wing heaviness can be alleviated gradually by turning the selector valve handle to the tank in the "heavy" wing.

NOTE

It is not practical to measure the time required to consume all of the fuel in one tank, and, after switching to the opposite tank, expect an equal duration from the remaining fuel. The airspace in both fuel tanks is interconnected by a vent line and, therefore, some transferring of fuel between tanks can be expected when the tanks are nearly full and the wings are not level.

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 DRAIN VALVES

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 each flight and after each refueling, by using the sampler cup provided to drain fuel from each wing tank sump, the fuel return side sump, the fuel selector drain and the fuel strainer sump. If any evidence of fuel contamination is found, it must be eliminated in accordance with the Preflight Inspection checklist and the discussion in Section 8 of this publication. If takeoff weight limitations for the next flight permit, 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 pilot's or copilot's set of rudder pedals, which are interconnected. When the airplane is parked, both main wheel brakes may be set by utilizing the parking brake which is operated by a handle under the left side of the instrument panel. To set the parking brake, apply the brakes using the rudder pedals, pull the handle aft, and rotate it 90° down.

For maximum brake life, keep the brake system properly maintained, and minimize brake usage during taxi operations and landings.

Some of the symptoms of impending brake failure are: gradual decrease in braking action after brake application, noisy or dragging brakes, soft or spongy pedals, and excessive travel and weak braking action. If any of these symptoms appear, the brake system is in need of immediate attention. If, during taxi or landing roll, braking action decreases, let up on the pedals and then reapply the brakes with heavy pressure. If the brakes become spongy or pedal travel increases, pumping the pedals should build braking pressure. If one brake becomes weak or fails, use the other brake sparingly while using opposite rudder, as required, to offset the good brake.

ELECTRICAL SYSTEM

The airplane is equipped with a 28-volt, direct current electrical system (Refer to Figure 7-8). The system is powered by a belt-driven, 95-amp alternator and a 24-volt battery, located in the tail of the airplane. Power is supplied to most general electrical circuits through a split primary bus, with an essential bus wired between the two primaries to provide power for the master switch, annunciator circuits and interior lighting.

Each primary bus bar is also connected to an avionics bus bar via a single avionics master switch. The primary buses are on anytime the master switch is turned on, and are not affected by starter or external power usage. The avionics buses are on when the master switch and avionics master switch are in the ON position.

A CAUTION

PRIOR TO TURNING THE MASTER SWITCH ON OR OFF, STARTING THE ENGINE OR APPLYING AN EXTERNAL POWER SOURCE, THE AVIONICS MASTER SWITCH, LABELED AVIONICS MASTER, SHOULD BE TURNED OFF TO PREVENT ANY HARMFUL TRANSIENT VOLTAGE FROM DAMAGING THE AVIONICS EQUIPMENT.

The airplane uses a power distribution module, located on the left forward side of the firewall, to house all relays used throughout the airplane electrical system. In addition, the alternator control unit and the external power connector are housed within the module.

Apr 30/01 7-39

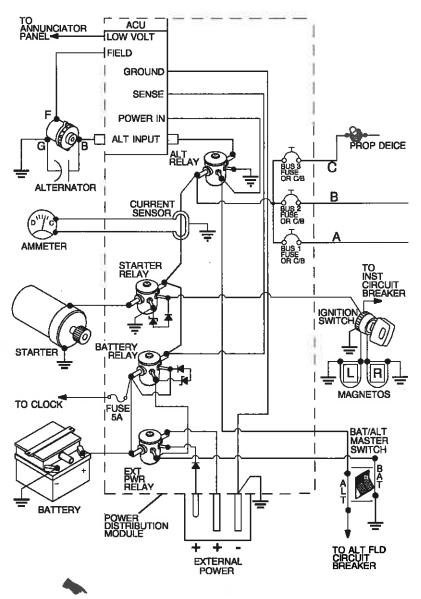


Figure 7-8. Electrical Schematic (Sheet 1 of 2)

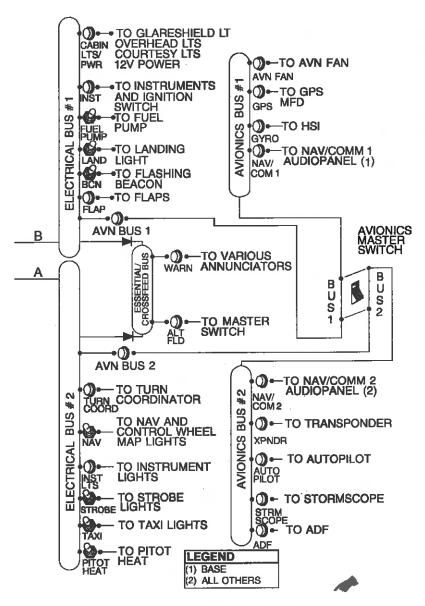


Figure 7-8. Electrical Schematic (Sheet 2 of 2)

Apr 30/01 7-41

IANNUNCIATOR PANEL

An annunciator panel (with integral toggle switch) is located above the avionics stack and provides caution (amber) and warning (red) messages for selected portions of the airplane systems. The annunciator is designed to flash messages for approximately 10 seconds to gain the attention of the pilot before changing to steady on. The annunciator panel cannot be turned off by the pilot.

Inputs to annunciator come from each fuel transmitter, low oil pressure switch, the vacuum transducers and the alternator control unit (ACU). Highly reliable individual LED bulbs illuminate each message. Illumination intensity can be controlled by placing the toggle switch to either the DAY or NIGHT position.

The annunciator panel can be tested by turning the Master Switch On and holding the annunciator panel switch in the TST position. All amber and red messages will flash until the switch is released.

NOTE

When the Master Switch is turned ON, some annunciators will flash for approximately 10 seconds before illuminating steadily. When the annunciator panel switch is toggled up and held in the TST position, all remaining annunciators will flash until the switch is released.

NOTE

When holding the annunciator panel switch in the TST position, with the prop de-ice on, the prop de-ice annunciator will change from green to amber and return to green when the switch is released.

MASTER SWITCH

The master switch is a split rocker type switch labeled MASTER, and is ON in the up position and OFF in the down position. The right half of the switch, labeled BAT, controls all electrical power to the airplane. The left half, labeled ALT, controls the alternator.

A CAUTION

PRIOR TO TURNING THE MASTER SWITCH ON OR OFF, STARTING THE ENGINE OR APPLYING AN EXTERNAL POWER SOURCE, THE AVIONICS MASTER SWITCH, SHOULD BE TURNED OFF TO PREVENT ANY HARMFUL TRANSIENT VOLTAGE FROM DAMAGING THE AVIONICS EQUIPMENT.

Normally, both sides of the Master Switch should be used simultaneously; however, the BAT side of the switch could be turned on separately to check equipment while on the ground. To check or use avionics equipment or radios while on the ground, the Avionics Master Switch must also be turned on. The ALT side of the switch, when placed in the off position, removes the alternator from the electrical system. With this switch in the off position, the entire electrical load is placed on the battery. Continued operation with the alternator switch in the off position will reduce battery power low enough to open the battery contactor and prevent alternator restart.

AVIONICS MASTER SWITCH

The avionics master switch, labeled AVIONICS MASTER, is located below the control wheel on the pilot's electrical subpanel. The avionics master switch (See Figure 7-8) is a split rocker-type switch; one side controls power from Primary Bus 1 to Avionics Bus 1 while the other side controls power from Primary Bus 2 to Avionics Bus 2.

No electrical power will be supplied to the avionics equipment with the avionics master switch in the OFF position (regardless of the position of the master switch or the individual equipment switches). The avionics master switch should be placed in the OFF position prior to turning the master switch on or off.

Each avionics bus has a circuit breaker installed between the primary bus and the avionics master switch. In the event of an electrical malfunction, this breaker will trip and take the affected avionics bus off-line.

AMMETER

The vacuum gauge/ammeter is located on the lower left side of the instrument panel. It indicates the amount of current, in amperes, from the alternator to the battery or from the battery to the airplane electrical system. When the engine is operating and the master switch is turned on, the ammeter indicates the charging rate applied to the battery. In the event the alternator is not functioning or the electrical load exceeds the output of the alternator, the ammeter indicates the battery discharge rate.

LOW VOLTAGE ANNUNCIATION

The low voltage warning annunciator is incorporated in the annunciator panel and activates anytime voltage falls below 24.5 volts. If low voltage is detected, the red annunciation VOLTS will flash for approximately 10 seconds before illuminating steadily. The pilot cannot turn off the annunciator.

7-44 Oct 9/01

In the event an overvoltage condition occurs, the alternator control unit automatically trips the ALT FLD circuit breaker, removing alternator field current and shutting down the alternator. The battery will then supply system current as shown by a discharge rate on the ammeter. Under these conditions, depending on electrical system load, the low voltage warning annunciator will illuminate when system voltage drops below 24.5 volts. The alternator control unit may be reset by resetting the circuit breaker. If the warning annunciator extinguishes, normal alternator charging has resumed; however, if the light illuminates again, a malfunction has occurred, and the flight should be terminated as soon as practicable.

NOTE

Illumination of the low voltage annunciator and ammeter discharge indications may occur during low RPM conditions with an electrical load on the system, such as during a low RPM taxi. Under these conditions, the annunciator will go out at higher RPM.

CIRCUIT BREAKERS AND FUSES

Except for the autopilot breaker, which is a "pull-type" breaker, all circuit breakers inside the airplane are of the "push to reset" or "switch/breaker" type. The power distribution module (J-Box) uses "push to reset" circuit breakers. One glass type fuse is also used to provide power to the clock.

GROUND SERVICE PLUG RECEPTACLE

A ground service receptacle plug is integral to the power distribution module and allows the use of an external power source for cold weather starting, and during lengthy maintenance work on electrical and avionics equipment. The receptacle is located on the left side of the airplane near the firewall. Access to the receptacle is gained by removing the cover plate.

The ground service plug receptacle incorporates a circuit which will close the battery contactor when external power is applied with the master switch turned on. This circuit is intended as a servicing aid when battery power is too low to close the contactor, and should not be used to avoid performing proper maintenance procedures on a low battery.

NOTE

Use of the ground service plug receptacle for starting an airplane with "dead" battery or charging a "dead" battery in the airplane is not recommended. The battery should be removed from the airplane and serviced in accordance with Maintenance Manual procedures. Failure to observe this precaution could result in loss of electrical power during flight.

NOTE

If no avionics equipment is to be used or worked on, the avionics master switch should be turned off. If maintenance is required on the avionics equipment, it is advisable to utilize a regulated external power source to prevent damage to the avionics equipment by transient voltage. Do not crank or start the engine with the avionics master switch turned on.

NOTE

Just before connecting an external power source (generator type or battery cart), the avionics master switch and the master switch should be turned off.

If there is any question as to the condition of the battery and/or alternator, the following check should be made after engine has been started and external power source has been removed.

- 1. Master Switch - OFF.
- 2. Taxi and Landing Light Switches - ON.
- 3. Engine RPM - ŘEĎUCE to idle.
- 4. Master Switch - ON (with taxi and landing lights turned on)
- 5. Engine RPM - INCREASE to approximately 1500 RPM.
- 6. Ammeter and Low Voltage Annunciator - CHECK for charge and no annunciation.

NOTE

If the ammeter does not show a charge or the low voltage warning annunciator does not go out, the battery should be removed from the airplane and properly serviced prior to flight.

LIGHTING SYSTEMS

EXTERIOR LIGHTING

Exterior lighting consists of navigation lights on the wing tips and tip of the stinger, landing/taxi lights located in the left wing leading edge, a flashing beacon mounted on top of the vertical fin, and a strobe anticollision light on each wing tip. In addition, two courtesy lights are recessed into the lower surface of each wing and provide illumination for each cabin door area.

The exterior courtesy lights are turned on by pressing the courtesy light switch located in the pilot's overhead console. Pressing the courtesy light switch again will extinguish the lights. The remaining exterior lights are operated by switch/breakers located on the lower left instrument panel. To activate these lights, place switch in the ON position. To deactivate light, place in the OFF position.

NOTE

The strobes and flashing beacon should not be used when flying through clouds or overcast; the flashing light reflected from water droplets or particles in the atmosphere, particularly at night, can produce vertigo and loss of orientation.

INTERIOR LIGHTING

Interior lighting is controlled by a combination of flood lighting, glareshield lighting, pedestal lighting, panel lighting, radio lighting and pilot control wheel map lighting.

Oct 9/01 7-47

Flood lighting is accomplished using one light in the front and a single dome light in the rear. All lights are contained in the overhead console, and are turned on and off with push type switches located near each light. The front light is individually rotatable, providing directional lighting for the pilot and front passenger. The rear dome light is a fixed position light and provides for general illumination in the rear cabin area.

Glareshield lighting is accomplished using an LED light molded into the glareshield. This light is controlled by rotating the GLARESHIELD LT dimmer, located below the pilot's panel. Rotating the dimmer clockwise increases light intensity, and rotating the dimmer counterclockwise decreases light intensity.

Pedestal lighting consists of three hooded lights located at various locations on the pedestal. These lights are controlled by rotating the PEDESTAL LT dimmer, located below the nav indicators. Rotating the dimmer clockwise increases light intensity, and rotating the dimmer counterclockwise decreases light intensity. Compass and identification placard lights are also controlled by this dimmer.

Panel lighting is accomplished using individual lights mounted in each instrument and gauge. These lights are wired in parallel and are controlled by the PANEL LT dimmer, located below the nav indicators. Rotating the dimmer clockwise increases light intensity, and rotating the dimmer counterclockwise decreases light intensity. Back lighting intensity for the radios and instrument lighting for the RH nav indicators, in the pilot's panel, is controlled by the TST (TEST) - BRT (DAY) - DIM (NIGHT) switch. When the switch is in the BRT (DAY) position, this lighting may be off regardless of the RADIO LT dimmer position.

Pilot control wheel map lighting is accomplished by use of a rheostat and light assembly, located underneath the pilot control wheel. The light provides downward illumination from the bottom of the control wheel to the pilot's lap area. To operate the light, first turn on the NAV light switch, then adjust the map light intensity with the knurled rheostat knob. Rotating the dimmer clockwise increases light intensity, and rotating the dimmer counterclockwise decreases light intensity.

7-48 Oct 9/01

Regardless of the light system in question, the most probable cause of a light failure is a burned out bulb. However, in the event any of the lighting systems fail to illuminate when turned on, check the appropriate circuit breaker. If the circuit breaker has opened, and there is no obvious indication of a short circuit (smoke or odor), turn off the light switch of the affected lights, reset the breaker, and turn the switch on again. If the breaker opens again, do not reset it until maintenance has been performed.

CABIN HEATING, VENTILATING AND DEFROSTING SYSTEM

The temperature and volume of airflow into the cabin can be regulated by manipulation of the push-pull CABIN HT and CABIN AIR controls (Refer to Figure 7-9). Both controls are the double-button locking-type and permit intermediate settings.

For cabin ventilation, pull the CABIN AIR knob out. To raise the air temperature, pull the CABIN HT knob out approximately 1/4 to 1/2 inch for a small amount of cabin heat. Additional heat is available by pulling the knob out farther; maximum heat is available with the CABIN HT knob pulled out and the CABIN AIR knob pushed full in. When no heat is desired in the cabin, the CABIN HT knob is pushed full in.

Front cabin heat and ventilating air is supplied by outlet holes spaced across a cabin manifold just forward of the pilot's and copilot's feet. Rear cabin heat and air is supplied by two ducts from the manifold, one extending down each side of the cabin to an outlet just aft of the rudder pedals at floor level. Windshield defrost air is also supplied by two ducts leading from the cabin manifold to defroster outlets near the lower edge of the windshield. Two knobs control sliding valves in either defroster outlet to permit regulation of defroster airflow.

Separate adjustable ventilators supply additional air; one near each upper corner of the windshield supplies air for the pilot and copilot, and two ventilators are available for the rear cabin area to supply air to the rear seat passengers. Additionally, there are ventilators located on the forward cabin sidewall area just below the windshield sill area.

Oct 9/01

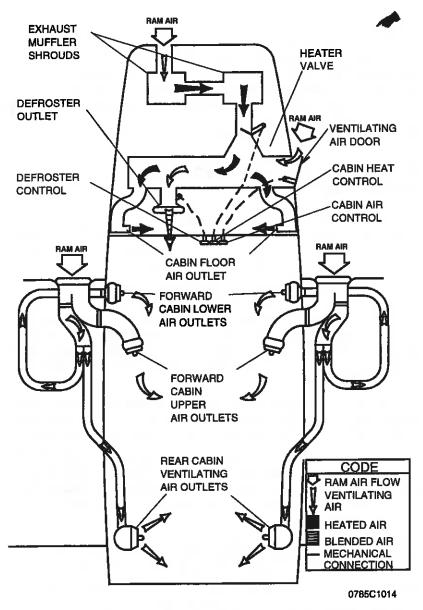


Figure 7-9. Cabin Heating, Ventilating and Defrosting System.

OXYGEN SYSTEM

A four-place oxygen system provides the supplementary oxygen necessary for continuous flight at high altitude. In this system, a 50 cubic foot oxygen cylinder, located in the fuselage tailcone, supplies the oxygen. Cylinder pressure is reduced to an operating pressure of 70 PSI by a pressure regulator attached to the cylinder. A shutoff valve is included as part of the regulator assembly. An oxygen cylinder filler valve is located on the left side of the fuselage tailcone (under a cover plate) next to the overboard discharge indicator. The overboard discharge indicator (green disc) provides a visual indication of oxygen system overboard venting. Cylinder pressure is indicated by a pressure gauge located in the overhead oxygen console above the pilot's and front passenger's seats.

WARNING

IF THE GREEN OVERBOARD DISCHARGE INDICATOR (GREEN DISC) IS NOT PRESENT AND THE OXYGEN GAUGE READS ZERO, THE OXYGEN SYSTEM IS DEPLETED AND MUST BE SERVICED PRIOR TO USE.

Four oxygen outlets are provided; two in the overhead oxygen console and two in the cabin ceiling just above the side windows (one at each of the rear seating positions). One permanent, microphone-equipped mask is provided for the pilot, and three disposable type masks are provided for the passengers. All masks are the partial-breathing type, equipped with vinyl plastic hoses and flow indicators.

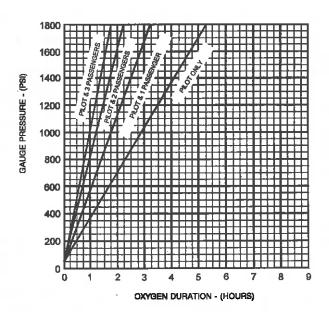
NOTE

The hose provided for the pilot is of a higher flow rate than those for the passengers; it is color-coded with a red band adjacent to the plug-in fitting. The passenger hoses are color-coded with an orange band. If the airplane owner prefers, he may provide higher flow hoses for all passengers. In any case, it is recommended that the pilot use the larger capacity hose. The pilot's mask is equipped with a microphone to facilitate use of the radio while using oxygen. To connect the oxygen mask microphone, plug the mask lead into the appropriate outlet in place of the headset microphone lead. A switch is incorporated on the left hand control wheel to operate the microphone.

A remote shutoff valve control, located adjacent to the pilot's oxygen outlet in the overhead oxygen console, is used to shut off the supply of oxygen to the system when not in use. The control is mechanically connected to the shutoff valve at the cylinder. With the exception of the shutoff function, the system is completely automatic and requires no manual regulation for change of altitude.

WARNING

OIL, GREASE OR OTHER LUBRICANTS IN CONTACT WITH OXYGEN CREATE A SERIOUS FIRE HAZARD, AND SUCH CONTACT MUST BE AVOIDED WHEN HANDLING OXYGEN EQUIPMENT.



NOTE: THIS CHART IS BASED ON A PILOT WITH A RED COLOR - CODED OXYGEN LINE FITTING AND PASSENGERS WITH ORANGE COLOR - CODED LINE FITTINGS.

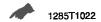


Figure 7-10. Oxygen Duration Chart

SECTION 7 AIRPLANE & SYSTEMS DESCRIPTION

The Oxygen Duration Chart (Figure 7-10) should be used in determining the usable duration (in hours) of the oxygen supply in your airplane. The following procedure outlines the method of finding the duration from the chart.

1. Note the available oxygen pressure shown on the pressure

gauge.

2. Locate this pressure on the scale on the left side of the chart, then go across the chart horizontally to the right until you intersect the line representing the number of persons making the flight. After intersecting the line, drop down vertically to the bottom of the chart and read the duration in hours given on the scale.

 As an example of the above procedure, 1850 PSI of pressure will safely sustain the pilot only for 4 hours and 10 minutes. The same pressure will sustain the pilot and three passengers

for approximately 1 hours and 20 minutes.

NOTE

The Oxygen Duration Chart is based on a standard configuration oxygen system having one red color-coded hose assembly for the pilot and orange color-coded hoses for the passengers. If red color-coded hoses are provided for pilot and passengers, it will be necessary to compute new oxygen duration figures due to the greater consumption of oxygen with these hoses. This is accomplished by computing the total duration available to the pilot only (from PILOT ONLY line on chart), then dividing this duration by the number of persons (pilot and passengers) using oxygen.

When ready to use the oxygen system, proceed as follows:

 Mask and Hose -- SELECT. Adjust mask to face and adjust metallic nose strap for snug mask fit.

WARNING

PERMIT NO SMOKING WHEN USING OXYGEN. OIL, GREASE, SOAP, LIPSTICK, LIB BALM, AND OTHER FATTY MATERIALS CONSTITUTE A SERIOUS FIRE HAZARD WHEN IN CONTACT WITH OXYGEN. BE SURE HANDS AND CLOTHING ARE OIL FREE BEFORE HANDLING OXYGEN EQUIPMENT.

Delivery Hose -- PLUG INTO OUTLET nearest to the seat you are occupying.

NOTE

When the oxygen system is turned on, oxygen will flow continuously at the proper rate of flow for any altitude without any manual adjustments.

3. Oxygen Supply Control Knob -- ON.

 Face Mask Hose Flow Indicator -- CHECK. Oxygen is flowing if the indicator is being forced toward the mask.

Delivery Hose -- UNPLUG from outlet when discontinuing use of oxygen. This automatically stops the flow of oxygen.

Oxygen Supply Control Knob -- OFF when oxygen is no longer required.

For FAA requirements concerning supplemental oxygen, refer to FAR 91.32. Supplemental oxygen should be used by all occupants when cruising above 12,500 feet. It is often advisable to use oxygen at altitudes lower than 12,500 feet under conditions of night flying, fatigue, or periods of physiological or emotional disturbances. Also, habitual and excessive use of tobacco or alcohol will usually necessitate the use of oxygen at less than 10,000 feet.

PITOT-STATIC SYSTEM AND INSTRUMENTS

The pitot-static system supplies dynamic air pressure to the airspeed indicator and static pressure to the airspeed indicator, vertical speed indicator and altimeter. The systems are composed of a heated pitot tube mounted on the lower surface of the left wing, two external static ports on the lower left and right sides of the forward fuselage, an alternate static source valve and the associated plumbing necessary to connect the instruments to the sources.

SECTION 7 AIRPLANE & SYSTEMS DESCRIPTION

The heated pitot system consists of a heating element in the pitot tube, a 10-amp switch/breaker labeled PITOT HEAT, and associated wiring. The switch/breaker is located on the lower left side of the instrument panel. When the pitot heat switch is turned on, the element in the pitot tube is heated electrically to maintain proper operation in possible icing conditions.

A static pressure alternate source valve is installed above the throttle, and can be used if the external static source is malfunctioning. This valve supplies static pressure from inside the cabin instead of the external static port.

If erroneous instrument readings are suspected due to water or ice in the pressure lines going to the standard external static pressure source, the alternate static source valve should be pulled on.

Pressures within the cabin will vary with open heater/vents and windows. Refer to Section 5 for the effect of varying cabin pressures on airspeed readings.

AIRSPEED INDICATOR

The airspeed indicator is calibrated in knots. It incorporates an internal, rotatable ring which allows true airspeed to be read off the face of the dial. The indicator incorporates windows at the six and twelve o'clock positions. The window at the six o'clock position displays true airspeed, and the window at the twelve o'clock position displays pressure altitude overlayed with a temperature scale.

Limitation and range markings (in KIAS) include the white arc (41 to 100 knots), green arc (51 to 140 knots), yellow arc (140 to 175 knots), and a red line (175 knots).

To find true airspeed, first determine pressure altitude and outside air temperature. Using this data, rotate the lower left knob until pressure altitude aligns with outside air temperature in the twelve o'clock window. True airspeed (corrected for pressure and temperature) can now be read in the six o'clock window. For maximum accuracy the true airspeed should be read opposite the calibration airspeed.

VERTICAL SPEED INDICATOR

The vertical speed indicator depicts airplane rate of climb or descent in feet per minute. The pointer is actuated by atmospheric pressure changes resulting from changes of altitude as supplied by the static source.

ALTIMETER

Airplane altitude is depicted by a barometric type altimeter. A knob near the lower left portion of the indicator provides adjustment of the instrument's barometric scale to the current altimeter setting.

VACUUM SYSTEM AND INSTRUMENTS

The vacuum system (Refer to Figure 7-11) provides vacuum necessary to operate the attitude indicator and directional indicator. The system consists of two engine-driven vacuum pumps, two pressure switches for measuring vacuum available through each pump, a vacuum relief valve, a vacuum system air filter, vacuum operated instruments, a vacuum gauge, a low vacuum warning on the annunciator, and a manifold with check valves to allow for normal vacuum system operation if one of the vacuum pumps should fail.

ATTITUDE INDICATOR

The attitude indicator is a vacuum/air-driven gyro that gives a visual indication of flight attitude. Bank attitude is presented by a pointer at the top of the indicator relative to the bank scale which has index marks at 10°, 20°, 30°, 60°, and 90° either side of the center mark. Pitch and roll attitudes are presented by a miniature airplane superimposed over a symbolic horizon area divided into two sections by a white horizon bar. The upper "blue sky" area and the lower "ground" area have pitch reference lines useful for pitch attitude control. A knob at the bottom of the instrument is provided for inflight adjustment of the symbolic airplane to the horizon bar for a more accurate flight attitude indication.

Apr 30/01 7-57

IDIRECTIONAL INDICATOR

A directional indicator is a vacuum/air-driven gyro that displays airplane heading on a compass card in relation to a fixed simulated airplane image and index. The indicator will precess slightly over a period of time. Therefore, the compass card should be set with the magnetic compass just prior to takeoff and occasionally readjusted as required throughout the flight. A knob on the lower left edge of the instrument is used to adjust the compass card to correct for precession. A knob on the lower right edge of the instrument is used to move the heading bug.

VACUUM GAUGE

The vacuum gauge is part of the vacuum gauge/ammeter, located on the lower left corner of the instrument panel. It is calibrated in inches of mercury and indicates vacuum air available for operation of the attitude and directional indicators. During operation at altitudes below 15,000 feet, the desired suction range is 4.5 to 5.5 inches of mercury. A vacuum reading out of this range at altitudes below 15,000 feet may indicate a system malfunction or improper adjustment, and in this case, the indicators should not be considered reliable. At 15,000 feet and above, the suction gauge may indicate below 4.5 in. Hg. and still be adequate for normal vacuum system operation. A minimum vacuum gauge reading of 4.5 in. Hg. is acceptable at 15,000 feet; for each additional 5,000 foot altitude increment, a decrease of 0.5 in. Hg. is acceptable.

LOW VACUUM ANNUNCIATION

Each engine-driven vacuum pump is plumbed to a common tee, located forward of the firewall. From the tee, a single line runs into the cabin to operate the various vacuum system instruments. This tee contains check valves to prevent back flow into a pump if it fails. Transducers are located just upstream of the tee and measure vacuum output of each pump.

7-58 Apr 30/01

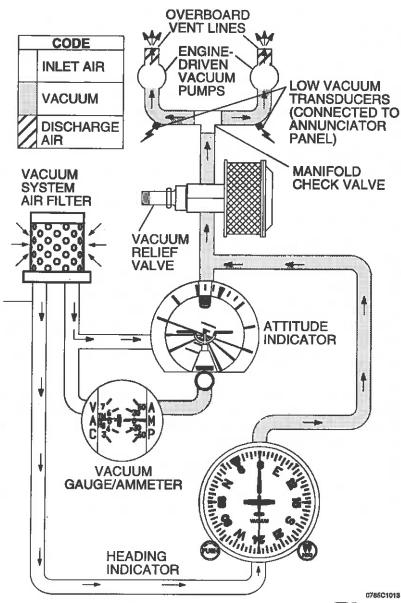


Figure 7-11. Vacuum System Schematic

Apr 30/01

If output of the left pump falls below 3.0 in. Hg., the amber L VAC message will flash on the annunciator panel for approximately 10 seconds before turning steady on. If output of the right pump falls below 3.0 in. Hg., the amber VAC R message will flash on the annunciator panel for approximately 10 seconds before turning steady on. If output of both pumps falls below 3.0 in. Hg., the amber L VAC R message will flash on the annunciator panel for approximately 10 seconds before turning steady on.

CLOCK/O.A.T. INDICATOR

An integrated clock/O.A.T./voltmeter is installed in the upper left side of the instrument panel as standard equipment. For a complete description and operating instructions, refer to the Supplements, Section 9.

STALL WARNING SYSTEM

The airplane is equipped with a vane-type stall warning system, in the leading edge of the left wing, which is electrically connected to a stall warning horn located in the headliner above the left cabin door. A 5-amp push-to-reset circuit breaker labeled WARN, on the right side of the switch and control panel, protects the stall warning system. The vane in the wing senses the change in airflow over the wing, and operates the warning horn at airspeeds between 5 and 10 knots above the stall in all configurations.

If the airplane has a heated stall warning system, the vane and sensor unit in the wing leading edge is equipped with a heating element. The heated part of the system is operated and protected by the PITOT HEAT switch/breaker.

The stall warning system should be checked during the preflight inspection by momentarily turning on the master switch and actuating the vane in the wing. The system is operational if the warning horn sounds as the vane is pushed upward.

STANDARD AVIONICS

Standard avionics for the Model T182T airplanes include the following equipment:

Nav/Com Radio with Glide Slope Indicator Head Transponder Audio Panel Emergency Locator Transmitter (ELT) Dual Axis Autopilot

For complete operating instructions on the standard and optional avionics systems, refer to the Supplements, Section 9.

AVIONICS SUPPORT EQUIPMENT

Avionics operations are supported by the avionics cooling fan, microphone and headset installations and static discharge wicks.

AVIONICS COOLING FAN

An avionics cooling fan is installed on the left side of the interior firewall. The system utilizes a single electric fan and associated ductwork to force-cool the center stack radios.

Power to the electric fan is supplied through the AVN FAN circuit breaker. The fan operates whenever the Master and Avionics Master switches are ON.

MICROPHONE AND HEADSET INSTALLATIONS

Standard equipment for the airplane includes a handheld microphone, an overhead speaker, two remote-keyed microphone switches on the control wheels, and provisions for boom mic/headsets at each pilot and passenger station.

The hand-held microphone contains an integral push-to-talk switch. This microphone is plugged into the center pedestal and is accessible to both the pilot and front passenger. Depressing the push-to-talk switch allows audio transmission on the Com radios.

Apr 30/01 7-61

The overhead speaker is located in the center overhead console. Volume and output for this speaker is controlled through the audio panel.

Each control wheel contains a miniature push-to-talk finger switch. This switch allows the pilot or front passenger to transmit on the Com radios using remote mics.

Each station of the airplane is wired for aviation-style headsets. Mic and headphone jacks are located on each respective arm rest and allow for communications between passengers and pilot. The system is wired so that microphones are all voice-activated. Additional wiring provisions inside the audio panel ensure that only the pilot or front passenger can transmit through the com radios.

NOTE

To ensure audibility and clarity when transmitting with the handheld microphone, always hold it as closely as possible to the lips, then key the microphone and speak directly into it. Avoid covering opening on back side of microphone for optimum noise canceling.

AUXILIARY AUDIO INPUT JACK

An auxiliary audio input jack is located on the right hand side of the pedestal. It allows entertainment audio devices such as cassette players and compact disc players to play music through all of the aircraft's headsets. For a complete description and operating instructions, refer to the Supplements, Section 9.

POWER CONVERTER

A power converter located in the tail of the aircraft reduces the aircraft's 28 VDC power to 12 VDC. This converter provides up to 10 amps of power to operate portable devices such as notebook computers and audio players. A single power output connector is located on the pedestel cover. For a complete description and operating instructions, refer to the Supplements, Section 9.

STATIC DISCHARGERS

Static wicks (static dischargers) are installed at various points throughout the airframe to reduce interference from precipitation static. Under some severe static conditions, loss of radio signals is possible even with static dischargers installed. Whenever possible, avoid known severe precipitation areas to prevent loss of dependable radio signals. If avoidance is impractical, minimize airspeed and anticipate temporary loss of radio signals while in these areas.

Static dischargers lose their effectiveness with age, and therefore, should be checked periodically (at least at every annual inspection) by qualified avionics technicians, etc.

CABIN FEATURES

EMERGENCY LOCATOR TRANSMITTER (ELT)

A remote switch/annunciator is installed on the top center location of the copilot's instrument panel for control of the ELT from the flight crew station. The annunciator, which is in the center of the rocker switch, illuminates when the ELT transmitter is transmitting. The ELT emits an omni-directional signal on the international distress frequencies of 121.5 MHz and 243.0 MHz. General aviation and commercial aircraft, the FAA and CAP monitor 121.5 MHz, and 243.0 Mhz is monitored by the military. For a basic overview of the ELT, refer to the Supplements, Section 9.

CABIN FIRE EXTINGUISHER

A portable Halon 1211 (Bromochlorodifluoromethane) fire extinguisher is installed on the floorboard between the pilot's and copilot's seats where it is accessible in case of fire. The extinguisher has an Underwriters Laboratories classification of 5B:C. The extinguisher should be checked prior to each flight to ensure that its bottle pressure, as indicated by the gauge on the bottle, is within the green arc (approximately 125 psi) and the operating lever lock pin is securely in place.

Apr 30/01 7-63

To operate the fire extinguisher:

- Loosen retaining clamp(s) and remove extinguisher from bracket.
- 2. Hold extinguisher upright, pull operating lever lock pin, and press lever while directing the discharge at the base of the fire at the near edge. Progress toward the back of the fire by moving the nozzle rapidly with a side to side sweeping motion.

WARNING

VENTILATE THE CABIN PROMPTLY AFTER SUCCESSFULLY EXTINGUISHING THE FIRE TO REDUCE THE GASES PRODUCED BY THERMAL DECOMPOSITION.

3. Anticipate approximately eight seconds of discharge duration.

Fire extinguishers should be recharged by a qualified fire extinguisher agency after each use. Such agencies are listed under "Fire Extinguisher" in the telephone directory. After recharging, secure the extinguisher to its mounting bracket; do not allow it to lie loose on shelves or seats.

SECTION 8

AIRPLANE HANDLING, SERVICE & MAINTENANCE

TABLE OF CONTENTS	Page
Introduction	8-3
Identification Plate	8-3
Cessna Owner Advisories	8-4
United States Airplane Owners	8-4
International Airplane Owners	8-4
Publications	8-5
Airplane File	8-6
Airplane Inspection Periods	8-7
FAA Required Inspections	8-7
Cessna Inspection Programs	8-7
Cessna Customer Care Program	8-8
Pilot Conducted Preventive Maintenance	8-8
Alterations Or Repairs	8-9
Ground Handling	8-9
Towing . M	8-9
Parking	8-9
Tie-Down	8-10
Jacking	8-10
Leveling	8-11
Flyable Storage	8-11
Servicing	8-12
Oil	8-13
Oil Specification	8-13
Recommended Viscosity for Temperature Range	8-13

TABLE OF CONTENTS (Continued)

-	Page
Capacity of Engine Sump	8-14
Oil and Oil Filter Change	8-14
Fuel	8-15
Approved Fuel Grades (and Colors)	8-15
Fuel Capacity	8-15
Fuel Additives	8-15
Fuel Contamination	8-19
Oxygen Filling Pressures	8-20
Landing Gear	8-21
Cleaning And Care	8-21
Windshield And Windows	8-21
Painted Surfaces	8-22
Propeller Care	8-23
Anti-Ice Boot Care	8-23
Engine Care	8-25
Interior Care	8-25

8-2

INTRODUCTION

This section contains factory recommended procedures for proper ground handling and routine care and servicing of your Cessna. It also identifies certain inspection and maintenance requirements which must be followed if your airplane is to retain that new airplane performance and dependability. It is important to follow a planned schedule of lubrication and preventive maintenance based on climatic and flying conditions encountered in your local area.

Keep in touch with your Cessna Service Station and take advantage of their knowledge and experience. Your Cessna Service Station knows your airplane and how to maintain it, and will remind you when lubrications and oil changes are necessary, as well as other seasonal and periodic services.

The airplane should be regularly inspected and maintained in accordance with information found in the airplane maintenance manual and in company issued service bulletins and service newsletters. All service bulletins pertaining to the aircraft by serial number should be accomplished and the airplane should receive repetitive and required inspections. Cessna does not condone modifications, whether by Supplemental Type Certificate or otherwise, unless these certificates are held and/or approved by Cessna. Other modifications may void warranties on the airplane since Cessna has no way of knowing the full effect on the overall airplane. Operation of an airplane that has been modified may be a risk to the occupants, and operating procedures and performance data set forth in the operating handbook may no longer be considered accurate for the modified airplane.

IDENTIFICATION PLATE

All correspondence regarding your airplane should include the Serial Number. The Serial Number, Model Number, Production Certificate Number (PC) and Type Certificate Number (TC) can be found on the Identification Plate, located on the aft left tailcone. A secondary Identification Plate is also installed on the lower part of the left forward doorpost. Located adjacent to the secondary Identification Plate is the Finish and Trim Plate which contains a code describing the exterior paint combination of the airplane. The code may be used in conjunction with an applicable Illustrated Parts Catalog if finish and trim information is needed.

Apr 30/01 8-3

|CESSNA OWNER ADVISORIES

Cessna Owner Advisories are sent to Cessna Aircraft FAA Registered owners of record at no charge to inform them about mandatory and/or beneficial aircraft service requirements and product changes. Copies of the actual bulletins are available from Cessna Service Stations and Cessna Customer Service.

UNITED STATES AIRPLANE OWNERS

If your airplane is registered in the U.S., appropriate Cessna Owner Advisories will be mailed to you automatically according to the latest aircraft registration name and address which you have provided to the FAA. Therefore, it is important that you provide correct and up-to-date mailing information to the FAA.

If you require a duplicate Owner Advisory to be sent to an address different from the FAA aircraft registration address, please complete and return an Owner Advisory Application (otherwise no action is required on your part).

INTERNATIONAL AIRPLANE OWNERS

To receive Cessna Owner Advisories, please complete and return an Owner Advisory Application.

Receipt of a valid Owner Advisory Application will establish your Cessna Owner Advisory service for one year, after which you will be sent a renewal notice. It is important that you respond promptly to update your address for this critical service.

PUBLICATIONS

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

Customer Care Program Handbook

 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

Pilot's Checklist

- Passenger Briefing Card
- Cessna Sales and Service Directory

To obtain additional publications or owner advisory information, you may contact Cessna's Product Support Department at (316) 517-5800. Fax (316) 942-9006 or write to Cessna Aircraft Company, P.O. Box 7706, Wichita, KS 67277, Dept 751C.

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

- Information Manual (contains Pilot's Operating Handbook Information)
- Maintenance Manual, Wiring Diagram Manual and Illustrated Parts Catalog

Your local Cessna Service Station has a Customer Care Supplies and Publications Catalog covering all available items, many of which the Service Station keeps on hand. The Service Station can place an order for any item which is not in stock.

NOTE

A Pilot's Operating Handbook and FAA Approved Airplane Flight Manual which is lost or destroyed may be replaced by contacting your local Cessna Service Station. An affidavit containing the owner's name, airplane serial number and reason for replacement must be included in replacement requests since the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual is identified for specific airplanes only.

Apr 30/01 8-5

AIRPLANE FILE

There are miscellaneous data, information and licenses that are a part of the airplane file. The following is a checklist for that file. In addition, a periodic check should be made of the latest Federal Aviation Regulations to ensure that all data requirements are met.

To be displayed in the airplane at all times:

- 1. Aircraft Airworthiness Certificate (FAA Form 8100-2).
- 2. Aircraft Registration Certificate (FAA Form 8050-3).
- 3. Aircraft Radio Station License, (if applicable).

To be carried in the airplane at all times:

- 1. Current Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.
- 2. Weight and Balance, and associated papers (latest copy of the Repair and Alteration Form, FAA Form 337, if applicable).
- 3. Equipment List.

To be made available upon request:

- 1. Airplane Logbook.
- 2. Engine Logbook.

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 airplanes not registered in the United States should check with their own aviation officials to determine their individual requirements.

Cessna recommends that these items, plus the Pilot's Checklists, Customer Care Program Handbook and Customer Care Card, be carried in the airplane at all times.

8-6 Apr 30/01

AIRPLANE INSPECTION PERIODS

FAA REQUIRED INSPECTIONS

As required by U.S. 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.

The FAA may require other inspections by the issuance of airworthiness directives applicable to the airplane, engine, propeller and components. It is the responsibility of the owner/operator to ensure compliance with all applicable airworthiness directives, and when the inspections are repetitive, to take appropriate steps to prevent inadvertent noncompliance.

CESSNA INSPECTION PROGRAMS

In lieu of the 100 hour and annual inspection requirements, an airplane may be inspected in accordance with a Progressive Care Inspection Program or a PhaseCard Inspection Program. Both programs offer systems which allow the work load to be divided into smaller operations that can be accomplished in shorter time periods.

The Cessna Progressive Care Inspection Program allows an airplane to be inspected and maintained in four operations. The four operations are recycled each 200 hours and are recorded in a specially provided Aircraft Inspection Log as each operation is conducted.

The PhaseCard Inspection Program offers a parallel system for high-utilization flight operations (approximately 600 flight hours per year). This system utilizes 50 hour intervals (Phase 1 and Phase 2) to inspect high-usage systems and components. At 12 months or 600 flight hours, whichever occurs first, the airplane undergoes a complete (Phase 3) inspection.

Regardless of the inspection method selected, the owner should keep in mind that FAR Part 43 and FAR Part 91 establish the requirement that properly certified agencies or personnel accomplish all required FAA inspections and most of the manufacturer recommended inspections.

Apr 30/01 8-7

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 Handbook supplied with your airplane. The Customer Care Program Handbook should be thoroughly reviewed and kept in the airplane at all times.

You will also want to return to your Cessna Service Station 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 airplane. While these important inspections will be performed for you by any Cessna Service Station, in most cases you will prefer to have the Cessna Service Station from whom you purchased the airplane accomplish this work.

PILOT CONDUCTED PREVENTIVE MAINTENANCE

A certified pilot who owns or operates an airplane not used as an air carrier is authorized by FAR Part 43 to perform limited maintenance on his airplane. Refer to FAR Part 43 for a list of the specific maintenance operations which are allowed.

NOTE

Pilots operating airplanes of other than U.S. registry should refer to the regulations of the country of certification for information on preventive maintenance that may be performed by pilots.

A Maintenance Manual must be obtained prior to performing any preventive maintenance to ensure that proper procedures are followed. Your local Cessna Service Station should be contacted for further information or for required maintenance which must be accomplished by appropriately licensed personnel.

8-8 Oct 9/01

ALTERATIONS OR REPAIRS

It is essential that the FAA be contacted prior to any alterations on the airplane to ensure that airworthiness of the airplane is not violated. Alterations or repairs to the airplane must be accomplished by licensed personnel, utilizing only FAA Approved components and FAA Approved data, such as Cessna Service Bulletins.

GROUND HANDLING

TOWING

The airplane is most easily and safely maneuvered by hand with the tow bar attached to the nose wheel (the tow bar is stowed on the floor in the baggage area). When towing with a vehicle, do not exceed the nose gear turning angle of 29° either side of center, or damage to the nose landing gear will result.

A CAUTION

REMOVE ANY INSTALLED RUDDER LOCK BEFORE TOWING.

If the airplane is towed or pushed over a rough surface during hangaring, watch that the normal cushioning action of the nose strut does not cause excessive vertical movement of the tail and the resulting contact with low hangar doors or structure. A flat nose tire or deflated strut will also increase tail height.

PARKING

When parking the airplane, head into the wind and set the parking brake. Do not set the parking brake during cold weather when accumulated moisture may freeze the brakes, or when the brakes are overheated. Install the control wheel lock and chock the wheels. In severe weather and high wind conditions, tie the airplane down as outlined in the following paragraph.

Apr 30/01 8-9

TIE-DOWN

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

- 1. Set the parking brake and install the control wheel lock.
- 2. Install a surface control lock over the fin and rudder.
- 3. Tie sufficiently strong ropes or chains (700 pounds tensile strength) to the wing, tail and nose tie-down fittings and secure each rope or chain to a ramp tie-down.
- 4. Install a pitot tube cover.

JACKING

When a requirement exists to jack the entire airplane off the ground, or when wing jack points are used in the jacking operation, refer to the Maintenance Manual for specific procedures and equipment required.

Individual main gear may be jacked by using the jack pad which is incorporated in the main landing gear strut step bracket. When using the individual gear strut jack pad, flexibility of the gear strut will cause the main wheel to slide inboard as the wheel is raised, tilting the jack. The jack must then be lowered for a second jacking operation. Do not jack both main wheels simultaneously using the individual main gear jack pads.

A CAUTION

DO NOT APPLY PRESSURE ON THE ELEVATOR OR HORIZONTAL STABILIZER SURFACES. WHEN PUSHING ON THE TAILCONE, ALWAYS APPLY PRESSURE AT A BULKHEAD TO AVOID BUCKLING THE SKIN.

If nose gear maintenance is required, the nose wheel may be raised off the ground by pressing down on a tailcone bulkhead, just forward of the horizontal stabilizer, and allowing the tail to rest on the tail tie-down ring.

8-10 Apr 30/01

To assist in raising and holding the nose wheel off the ground, ground anchors should be utilized at the tail tie down point.

NOTE

Ensure that the nose will be held off the ground under all conditions by means of suitable stands or supports under weight supporting bulkheads near the nose of the airplane.

LEVELING

Longitudinal leveling of the airplane is accomplished by placing a level on leveling screws located on the left side of the tailcone. Deflate the nose tire and/or lower or raise the nose strut to properly center the bubble in the level. Corresponding points on both upper door sills may be used to level the airplane laterally.

FLYABLE STORAGE

Engines in airplanes that are flown only occasionally may not achieve normal service life because of internal corrosion. Corrosion occurs when moisture from the air and the products of combustion combine to attack cylinder walls and bearing surfaces during periods when the airplane is not flown.

The minimum recommended operating frequency for the engine is one continuous flight hour (not counting taxi, takeoff and landing time) with oil temperatures of 165°F to 200°F every 30 days or less (depending on location and storage conditions). Airplanes operated close to oceans, lakes, rivers and in humid regions are in greater need of engine preservation than airplanes operated in arid regions. Appropriate engine preservation procedures must be practiced by the owner or operator of the airplane based on present environmental conditions and the frequency of airplane activity.

Oct 9/01 8-11

NOTE

The engine manufacturer does not recommend pulling the engine through by hand during storage periods.

If the airplane is to remain inactive for more than 30 days, consult the latest revision of Textron Lycoming Service Letter L180 (www.lycoming.textron.com).

SERVICING

In addition to the Preflight Inspection covered in Section 4 of this handbook, complete servicing, inspection and test requirements for your airplane are detailed in the Maintenance Manual. The Maintenance Manual outlines all items which require attention at specific intervals plus those items which require servicing, inspection, and/or testing at special intervals.

Since Cessna Service Stations conduct all service, inspection, and test procedures in accordance with applicable Maintenance Manuals, it is recommended that you contact your local Cessna Service Station concerning these requirements and begin scheduling your airplane 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 airplane is being operated.

For quick and ready reference, quantities, materials and specifications for frequently used service items are as follows.

OIL

OIL SPECIFICATION

MIL-L-22851 or SAE J1899 Aviation Grade Ashless Dispersant Oil: Oil conforming to Textron Lycoming Service Instructions No. 1014, and all revisions and supplements thereto.

The airplane was delivered from the factory with a corrosionpreventive aircraft engine oil. This oil should be drained after the first 25 hours of operation.

RECOMMENDED VISCOSITY FOR TEMPERATURE RANGE

Multiviscosity or straight grade oil may be used throughout the year for engine lubrication. Refer to the following table for temperature verses viscosity ranges.

Temperature	MIL-L-22851 Ashless Dispersant SAE Grade		
Above 27°C (80°F)	60		
Above 16°C (60°F)	40 or 50		
-1°C (30°F) to 32°C (90°F)	40		
-18°C (0°F) to 21°C (70°F)	30, 40 or 20W-40		
Below -12°C (10°F)	30 or 20W-30		
18°C (0°F) to 32°C (90°F) 20W-50 or 15W-50			
All Temperatures	15W-50 or 20W-50		

Apr 30/01 8-13

CAPACITY OF ENGINE SUMP

The engine has a total capacity of 9 quarts, with the oil filter accounting for approximately one quart of that total. The engine oil sump has a capacity of 8 quarts. The engine must not be operated on less than 4 quarts (as measured by the dipstick). For extended flights, the engine should be filled to capacity.

OIL AND OIL FILTER CHANGE

After the first 25 hours of operation, drain the engine oil sump and replace the filter. Refill sump with aviation grade ashless dispersant oil. Ashless dispersant oil (and oil filter) should be changed at time intervals set forth by the engine manufacturer.

NOTE

During the first 25 hour oil and filter change, a general inspection of the overall engine compartment is required. Items which are not normally checked during a preflight inspection should be given special attention. Hoses, metal lines and fittings should be inspected for signs of oil and fuel leaks, and checked for abrasions, chafing, security, proper routing and support, and evidence of deterioration. Inspect the intake and exhaust systems for cracks, evidence of leakage, and security of attachment. Engine controls and linkages should be checked for freedom of movement through their full range, security of attachment and evidence of wear. Inspect wiring for security, chafing, burning, defective insulation, loose or broken terminals, heat deterioration, and corroded terminals. Check the alternator belt in accordance with Maintenance Manual instructions. and retighten if necessary. A periodic check of these items during subsequent servicing operations is recommended.

8-14 Apr 30/01

FUEL

APPROVED FUEL GRADES (AND COLORS)

100LL Grade Aviation Fuel (Blue). 100 Grade Aviation Fuel (Green).

NOTE

Isopropyl alcohol or diethylene glycol monomethyl ether (DiEGME) may be added to the fuel supply in quantities not to exceed 1% (alcohol) or 0.15% (DiEGME) of total volume. Refer to Fuel Additives in later paragraphs for additional information.

FUEL CAPACITY

92.0 U.S. Gallons Total: 46.0 U.S. Gallons per tank.

NOTE

To ensure maximum fuel capacity when refueling and minimize cross feeding, the fuel selector valve should be placed in either the LEFT or RIGHT position and the airplane parked in a wings level, normal ground attitude. Refer to Figure 1-1 for a definition of normal ground attitude.

Service the fuel system after each flight, and keep fuel tanks full to minimize condensation in the tanks.

FUEL ADDITIVES

Strict adherence to recommended preflight draining instructions as called for in Section 4 will eliminate any free water accumulations from the tank sumps. While small amounts of water may still remain in solution in the gasoline, it will normally be consumed and go unnoticed in the operation of the engine.

Apr 30/01 8-15

One exception to this can be encountered when operating under the combined effect of: (1) use of certain fuels, with (2) high humidity conditions on the ground (3) followed by flight at high altitude and low temperature. Under these unusual conditions, small amounts of water in solution can precipitate from the fuel stream and freeze in sufficient quantities to induce partial icing of the engine fuel system.

While these conditions are quite rare and will not normally pose a problem to owners and operators, they do exist in certain areas of the world and consequently must be dealt with, when encountered.

Therefore, to help alleviate the possibility of fuel icing occurring under these unusual conditions, it is permissible to add isopropyl alcohol or diethylene glycol monomethyl ether (DiEGME) compound to the fuel supply.

The introduction of alcohol or DiEGME compound into the fuel provides two distinct effects: (1) it absorbs the dissolved water from the gasoline and (2) alcohol has a freezing temperature depressant effect.

NOTE

When using fuel additives, it must be remembered that the final goal is to obtain a correct fuel-to-additive ratio in the tank, and not just with fuel coming out of the refueling nozzle. For example, adding 15 gallons of correctly proportioned fuel to a tank which contains 20 gallons of untreated fuel will result in a lower-than-acceptable concentration level to the 35 gallons of fuel which now reside in the tank.

Alcohol, if used, is to be blended with the fuel in a concentration of 1% by volume. Concentrations greater than 1% are not recommended since they can be detrimental to fuel tank materials.

The manner in which the alcohol is added to the fuel is significant because alcohol is most effective when it is completely dissolved in the fuel. To ensure proper mixing, the following is recommended:

1. For best results, the alcohol should be added during the fueling operation by pouring the alcohol directly on the fuel stream issuing from the fueling nozzle.

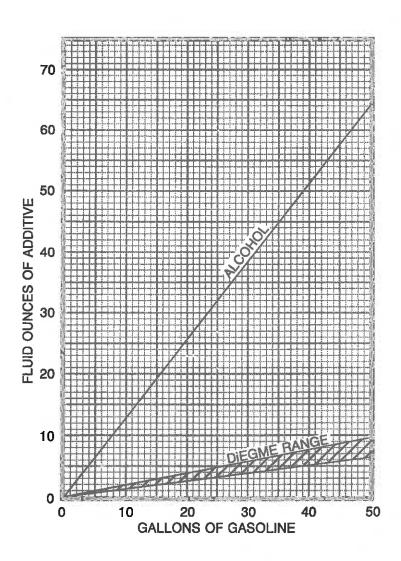


Figure 8-1. Fuel Mixing Ratio

2. An alternate method that may be used is to premix the complete alcohol dosage with some fuel in a separate clean container (approximately 2-3 gallon capacity) and then transferring this mixture to the tank prior to the fuel operation.

Diethylene glycol monomethyl ether (DiEGME) compound must be carefully mixed with the fuel in concentrations between 0.10% (minimum) and 0.15% (maximum) of total fuel volume. Refer to Figure 8-1 for a DiEGME-to-fuel mixing chart.

A WARNING

ANTI-ICING ADDITIVE IS DANGEROUS TO HEALTH WHEN BREATHED AND/OR ABSORBED INTO THE SKIN.

A CAUTION

MIXING OF DIEGME WITH FUEL IS EXTREMELY IMPORTANT. A CONCENTRATION IN EXCESS OF THAT RECOMMENDED (0.15% BY VOLUME MAXIMUM) WILL RESULT IN DETRIMENTAL EFFECTS TO THE FUEL TANKS, AND SEALANT, AND DAMAGE TO O-RINGS AND SEALS USED FUEL THE SYSTEM AND **ENGINE** COMPONENTS. A CONCENTRATION OF LESS THAN THAT RECOMMENDED (0.10% BY TOTAL WILL RESULT VOLUME MINIMUM) IN USE ONLY INEFFECTIVE TREATMENT. EQUIPMENT **THAT** IS BLENDING RECOMMENDED BY THE MANUFACTURER TO OBTAIN PROPER PROPORTIONING.

Prolonged storage of the airplane will result in a water buildup in the fuel which "leeches out" the additive. An indication of this is when an excessive amount of water accumulates in the fuel tank sumps. The concentration can be checked using a differential refractometer. It is imperative that the technical manual for the differential refractometer be followed explicitly when checking the additive concentration.

FUEL CONTAMINATION

Fuel contamination is usually the result of foreign material present in the fuel system, and may consist of water, rust, sand, dirt, microbes or bacterial growth. In addition, additives that are not compatible with fuel or fuel system components can cause the fuel to become contaminated.

Before each flight and after each refueling, use a clear sampler cup and drain at least a cupful of fuel from each fuel tank drain location and from the fuel strainer quick drain valve to determine if contaminants are present, and to ensure the airplane has been fueled with the proper grade of fuel.

If contamination is detected, drain all fuel drain points again, including the fuel selector drain valve, and then gently rock the wings and lower the tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from all fuel drain points until all contamination has been removed. If, after repeated sampling, evidence of contamination still exists, the airplane should not be flown. Tanks should be drained and system purged by qualified maintenance personnel. All evidence of contamination must be removed before further flight. If the airplane has been serviced with the improper fuel grade, defuel completely and refuel with the correct grade. Do not fly the airplane with contaminated or unapproved fuel.

In addition, Owners/Operators who are not acquainted with a particular fixed base operator should be assured that the fuel supply has been checked for contamination and is properly filtered before allowing the airplane to be serviced. Fuel tanks should be kept full between flights, provided weight and balance considerations will permit, to reduce the possibility of water condensing on the walls of partially filled tanks.

To further reduce the possibility of contaminated fuel, routine maintenance of the fuel system should be performed in accordance with the airplane Maintenance Manual. Only the proper fuel, as recommended in this handbook, should be used, and fuel additives should not be used unless approved by Cessna and the Federal Aviation Administration.

Apr 30/01 8-19

OXYGEN FILLING PRESSURES

The oxygen cylinder, when fully charged, contains approximately 50 cubic feet of aviator's breathing oxygen (Spec. No. MIL-O-27210), under a pressure of 1850 PSI at 21°C (70°F). Filling pressures will vary, however, due to ambient temperature in the filling area, and the temperature rise resulting from compression of the oxygen. Because of this, merely filling to 1850 PSI will not result in a properly filled cylinder. Fill to pressures indicated on the table below for ambient temperature.

AMBIENT TEMPERATURE °F	FILLING PRESSURE PSIG	
0	1650	
10	1700	
20	1725	
30	1775	
40	1825	

AMBIENT TEMPERATURE °F	FILLING PRESSURE PSIG	
50	1875	
60	1925	
70	1975	
80	2000	
90	2050	

Figure 8-2. Oxygen Filling Pressures

WARNING

OIL, GREASE OR OTHER LUBRICANTS IN CONTACT WITH OXYGEN CREATE A SERIOUS FIRE HAZARD, AND SUCH CONTACT MUST BE AVOIDED WHEN HANDLING OXYGEN EQUIPMENT.

NOTE

Verify that a complete oxygen system installation (not just a partial system) is in the airplane before attempting to service the oxygen system.

LANDING GEAR

Consult the following table for servicing information on the landing gear.

COMPONENT	SERVICING CRITERIA
Nose Wheel (5.00-5, 6-Ply Rated Tire)	49.0 PSI
Main Wheel (6.00-6, 6-Ply Rated Tire)	42.0 PSI
Nose Gear Shock Strut	MIL-H-5606; 55.0 - 60.0 PSI *

* Keep strut filled with MIL-H-5606 hydraulic fluid per filling instructions placard, and with no load on the strut, inflate with air to 55.0 to 60.0 PSI. Do not over inflate.

CLEANING AND CARE

WINDSHIELD AND WINDOWS

The plastic windshield and windows should be cleaned with an aircraft windshield cleaner. Apply the cleaner sparingly with soft cloths, and rub with moderate pressure until all dirt, oil scum and bug stains are removed. Allow the cleaner to dry, then wipe it off with soft flannel cloths.

A CAUTION

NEVER USE GASOLINE, BENZENE, ALCOHOL, ACETONE, FIRE EXTINGUISHER, ANTI-ICE FLUID, LACQUER THINNER OR GLASS CLEANER TO CLEAN THE PLASTIC. THESE MATERIALS WILL ATTACK THE PLASTIC AND MAY CAUSE IT TO CRAZE.

If a windshield cleaner is not available, the plastic can be cleaned with soft cloths moistened with Stoddard solvent to remove oil and grease.

Apr 30/01 8-21

Follow by carefully washing with a mild detergent and plenty of water. Rinse thoroughly, then dry with a clean moist chamois. Do not rub the plastic with a dry cloth since this builds up an electrostatic charge which attracts dust. Waxing with a good commercial wax will finish the cleaning job. A thin, even coat of wax, polished out by hand with clean soft flannel cloths, will fill in minor scratches and help prevent further scratching.

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

PAINTED SURFACES

The painted exterior surfaces of your new Cessna have a durable, long lasting finish.

Generally, the painted surfaces can be kept bright by washing with water and mild soap, followed by a rinse with water and drying with cloths or a chamois. Harsh or abrasive soaps or detergents which cause corrosion or scratches should never be used. Remove stubborn oil and grease with a cloth moistened with Stoddard solvent. Take special care to make sure that the exterior graphics are not touched by the solvent. For complete care of exterior graphics, refer to the Maintenance Manual.

To seal any minor surface chips or scratches and protect against corrosion, the airplane should be waxed regularly with a good automotive wax applied in accordance with the manufacturer's instructions. If the airplane is operated in a seacoast or other salt water environment, it must be washed and waxed more frequently to assure adequate protection. Special care should be taken to seal around rivet heads and skin laps, which are the areas most susceptible to corrosion. A heavier coating of wax on the leading edges of the wings and tail and on the cowl nose cap and propeller spinner will help reduce the abrasion encountered in these areas. Reapplication of wax will generally be necessary after cleaning with soap solution or after chemical deicing operations.

When the airplane is parked outside in cold climates and it is necessary to remove ice before flight, care should be taken to protect the painted surfaces during ice removal with chemical liquids. Isopropyl alcohol will satisfactorily remove ice accumulations without damaging the paint. However, keep the isopropyl alcohol away from the windshield and cabin windows since it will attack the plastic and may cause it to craze.

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 blade life. Small nicks on the propeller, particularly near the tips and on the leading edges, should be dressed out as soon as possible since these nicks produce stress concentrations, and if ignored, may result in cracks or failure of the propeller blade. Never use an alkaline cleaner on the blades; remove grease and dirt with Stoddard solvent.

ANTI-ICE BOOT CARE

The optional propeller anti-ice boots have a special electrically-conductive coating to bleed off static charges which cause radio interference and may perforate the boots. Servicing operations should be done carefully to avoid damaging this conductive coating or tearing the boots.

To prolong the lifeof anti-ice boots, they should be washed and serviced on a regular basis. Keep the boots clean and free from oil, grease and other solvents which cause rubber to swell and deteriorate. Outlined below are recommended cleaning and servicing procedures.

Apr 30/01 8-23

A CAUTION

USE ONLY THE FOLLOWING INSTRUCTIONS WHEN CLEANING BOOTS. DISREGARD INSTRUCTIONS WHICH RECOMMEND PETROLEUM BASE LIQUIDS (MEK, NON-LEADED GASOLINE, ETC.) WHICH CAN HARM THE BOOT MATERIAL.

 Clean boots with mild soap and water, then rinse thoroughly with clean water.

NOTE

Isopropyl alcohol can be used to remove grime which cannot be removed using soap. If isopropyl alcohol is used for cleaning, wash area with mild soap and water, then rinse thoroughly with clean water.

Allow the boots to dry, then apply a coating of Age Master No. 1 to the boots in accordance with application instruction on the container.

NOTE

Age Master No. 1 is beneficial for its ozone and weather resistance features.

3. After the boots have been treated with Age Master No. 1, apply a coating of ICEX to the boots in accordance with applicable instructions on the ICEX container.

NOTE

ICEX may be beneficial as an ice adhesion depressant. Both Age Master No. 1 and ICEX are distributed by the B.F. Goodrich Company.

A CAUTION

ICEX CONTAINS SILICONE, WHICH LESSENS PAINT ADHESION. USE CARE WHEN APPLYING ICEX, AND PROTECT ADJACENT SURFACES FROM OVERSPRAY, SINCE OVERSPRAY OF ICEX WILL MAKE TOUCH-UP PAINTING ALMOST IMPOSSIBLE.

Age Master No. 1 and ICEX coatings last approximately 15 hours on propeller anti-ice boots.

ENGINE CARE

The engine may be cleaned, using a suitable solvent, in accordance with instructions in the airplane Maintenance Manual. Most efficient cleaning is done using a spray type cleaner. Before spray cleaning, ensure that protection is afforded for components which might be adversely affected by the solvent. Refer to the Maintenance Manual for proper lubrication of controls and components after engine cleaning. The induction air filter should be replaced each when its condition warrants, not to exceed 500 hours.

INTERIOR CARE

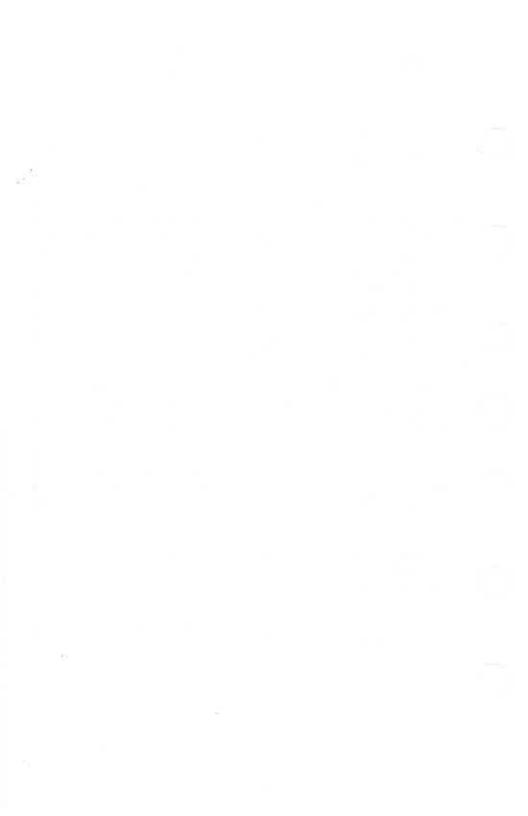
To remove dust and loose dirt from the upholstery and carpet, clean the interior regularly with a vacuum cleaner.

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.

For complete information related to interior cleaning, refer to the Maintenance Manual.



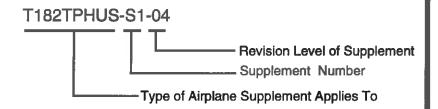
SUPPLEMENTS

INTRODUCTION

The supplements in this section contain expanded operational procedures for both standard and optional equipment installed in the airplane. Operators should refer to each supplement to ensure that all limitations and procedures appropriate for their airplane are observed.

A Log Of Approved Supplements is provided beginning on page Log 1 and lists all supplements applicable to this airplane by name, number and revision level. This log should be used as a checklist to ensure all applicable supplements have been placed in the Pilot's Operating Handbook (POH). Supplements may be removed from the POH provided the equipment is not installed on the airplane. If equipment is installed on the airplane, however, the supplement(s) must be retained and updated as revisions to each supplement is issued.

Each individual supplement contains its own Log of Effective Pages. This log lists the page number and effective date of every page in the supplement. The log also lists the dates on which revisions to the supplement occurred. Additionally, the part number of the supplement provides information on the revision level. Refer to the following example:





LOG OF APPROVED SUPPLEMENTS

NOTE

IT IS THE AIRPLANE OWNER'S RESPONSIBILITY TO ASSURE THAT HE OR SHE HAS THE LATEST REVISION TO EACH SUPPLEMENT OF A PILOT'S OPERATING HANDBOOK AND THE LATEST ISSUED "LOG OF APPROVED SUPPLEMENTS." THIS "LOG OF APPROVED SUPPLEMENTS" WAS THE LATEST REVISION AS OF THE DATE IT WAS SHIPPED BY CESSNA; HOWEVER, SOME CHANGES MAY HAVE OCCURRED AND THE OWNER SHOULD VERIFY THIS IS THE LATEST, MOST UP-TO-DATE VERSION BY CONTACTING CESSNA CUSTOMER SUPPORT AT (316) 517-5800.

SUPP.	SUPPLEMENT NAME	REV LEVEL	EQUIPMENT INSTALLED
1	Bendix/King KX 155A VHF NAV/COMM with KI 208 or KI 209A Indicator Head	O,	_ x
2	Bendix/King KT 76C Transponder with Blind Encoder	0	X
3	Reserved	0	
4	Pointer Model 3000-11 Emergency Locator Transmitter (ELT)	0	<u>x</u>
5	Reserved	0	
6	Bendix/King KR 87 Automatic Direction Finder (ADF)	0	
7	Bendix/King KAP 140 Autopilot	0	
8	Reserved	0	
9	Davtron Model 803 Clock/OAT	0	X
10	Bendix/King KLN89 Global Positioning System (GPS)	0	-

P/N - T182TUSLOG00

Feb 23/01 LOG 1

LOG OF APPROVED SUPPLEMENTS

SUPP. #	SUPPLEMENT NAME		EQUIPMENT INSTALLED
11	Reserved	0	
12	Canadian Supplement	0	
13	Bendix/King KCS-55A Slaved Compass System with KI-525A Horizontal Situation Indicator (HSI)	0	
14	Argentine Supplement	0	
15	Bendix/King KAP 140 Autopilot	0	_ <u>x</u>
16	Reserved	0	
17	Propeler De-Ice	0	
18	Reserved	0	
19	KLN 94 Global Positioning System	0	<u>x</u> ·
20	Bendix/King KMA 28 Audio Selector Panel	0	_ x
21	Bendix/King KMD 550 Multi-Function Display	0	<u>x</u>
22	12 Volt Cabin Power System	0	X
23	BFGoodrich WX-500 Stormscope®	0	<u>x</u>



Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T

AIRPLANES T18208001 AND ON

SUPPLEMENT 1

BENDIX/KING KX 155A VHF NAV/COMM with KI 208 or KI 209A INDICATOR HEAD

SERIAL NO.	
REGISTRATION NO	J

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the VHF/NAV COMM with Indicator Head is installed.

FAA APPROVAL

FAA APPROVED UNDER FAR 21 SUSPART J The Cooking Aircreft Co. Delegation Option Authorization DOA-100128-CI

Nichael Waldy

Date: 19 March 2001

Member of GAMA
23 February 2001

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SUPPLEMENT 1

BENDIX/KING KX 155A VHF NAV/COMM with KI 208 or KI 209A INDICATOR HEAD

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the Supplement. Pages which are affected by the current revision will carry the date of that revision

Revision Level Date of Issue

0 (Original)

Feb. 23, 2001

LOG OF EFFECTIVITY PAGES

PAGE	DATE	PAGE	DATE	
Title (S1-1)	Feb 23/01	S1-9	Feb 23/01	
S1-2	Feb 23/01	S1-10	Feb 23/01	
S1-3	Feb 23/01	S1-11	Feb 23/01	
S1-4	Feb 23/01	S1-12	Feb 23/01	
S1-5	Feb 23/01	S1-13	Feb 23/01	
S1-6	Feb 23/01	S1-14	Feb 23/01	
S1-7	Feb 23/01	S1-15	Feb 23/01	
S1-8	Feb 23/01	S1-16 blank	Feb 23/01	

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

		Airplane		
		Unit	Revision	Incorporated
<u>Number</u>	<u>Title</u>	Effectivity	<u>Incorporation</u>	<u>In Airplane</u>

SUPPLEMENT

BENDIX/KING KX 155A VHF NAV/COMM with KI 208 or KI 209A INDICATOR HEAD

SECTION 1 GENERAL

The Bendix/King KX 155A VHF Nav/Comm, shown in Figure 1, consists of a panel-mounted receiver-transmitter and a KI 208 or KI 209A Indicator.

The set includes a 760-channel VHF communications receiver-transmitter and a 200-channel VHF navigation receiver. A 40-channel glide- slope receiver is also included if the KI 209A indicator is used. The communications receiver-transmitter receives and transmits signals between 118.00 and 136.975 MHz with 25-kHz spacing. Optional 8.33 kHz (2280 channel) Comm is available. The navigation receiver receives VOR and localizer signals between 108.00 and 117.95 MHz in 50-kHz steps. The glide slope receiver is automatically tuned when a localizer frequency is selected. The circuits required to interpret the VOR and localizer signals are also an integral part of the Nav receiver.

Large self-dimming gas discharge readouts display both the communications and navigation operating frequencies. The KX-155A's "flip-flop" preselect feature enables you to store one frequency in the standby display while operating on another and then interchange them instantly with the touch of a button. Both the active (COMM) and the standby (STBY) frequencies may be displayed at all times and are stored in nonvolatile memory without drain on the aircraft battery. KX 155A has 32 programmable comm channels, a stuck microphone alert and transmitter shutdown, Bearing To/From radial mode, course deviation indicator mode and an elapsed timer mode.

Feb 23/01 S1-3

The Comm portion incorporates an automatic squelch. To override the automatic squelch, the Comm volume control knob is pulled out. Push the knob back in to reactivate the automatic squelch. A "T" will be displayed during transmit and "R" during valid signal reception.

The Nav portion uses the pull out feature of the Nav volume control to receive the Nav signal Ident. Pull the volume control knob out to hear the Ident signal plus voice. Push the knob in to attenuate the Ident signal and still hear Nav voice.

All controls for the Nav/Comm, except those for navigation course selection, are mounted on the front panel of the receiver-transmitter. Control lighting is provided by NAV/COMM interior lighting and the instrument panel flood lighting system. Operation and description of the audio selector panel used in conjunction with this radio is shown and described in Supplement 3 in this section.

NOTE

The unit has a stuck microphone alert feature. If the microphone is keyed continuously for greater than 33 seconds, the transmitter stops transmitting and the active Comm frequency flashes to alert the pilot of the stuck mic condition.

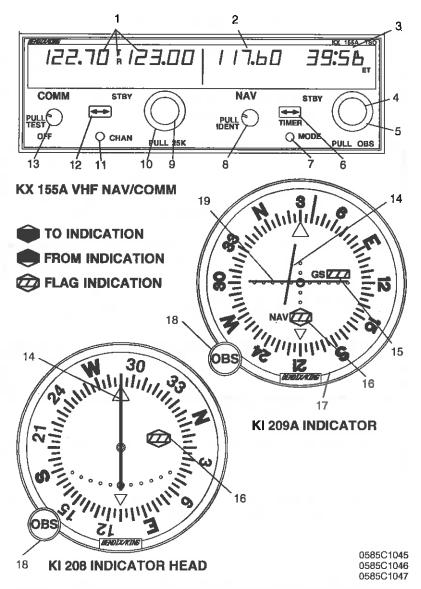


Figure 1. Bendix/King KX 155A VHF NAV/COMM with KI 208 or KI 209A Indicator Head (Sheet 1 of 7)

Feb 23/01

NAV FUNCTION DISPLAYS VOR MODE: ACTIVE/BEARING, CDI FORMAT VOR MODE: ACTIVE/BEARING, FLAG DISPLAY $I\Pi 9 F\Pi$ VOR MODE: ACTIVE "BEARING TO" FUNCTION DISPLAY 109.60 VOR MODE: ACTIVE/BEARING, FLAG DISPLAY

Figure 1. Bendix/King KX 155A VHF NAV/COMM with KI 208 or KI 209A Indicator Head (Sheet 2 of 7)

LOCALIZER MODE: FREQUENCY/CDI FORMAT

S1-6 Feb 23/01

- 1. OPERATING COMM FREQUENCY DISPLAY -- Displays COMM ACTIVE and COMM STANDBY frequencies with a "T" between them to indicate TRANSMIT and an "R" to indicate RECEIVE modes of operation.
- 2. OPERATING NAV FREQUENCY DISPLAY -- The right portion of the display is allocated to NAV receiver ACTIVE and STANDBY information. The frequency channeling is similar to the COMM when operating in the frequency mode. The NAV ACTIVE and STANDBY frequencies are stored in the memory on power down and return on power up.
- 3. NAV STANDBY/OBS/Bearing/Radial/Timer Display -- The right side of the NAV display is controlled by the MODE SELECTOR BUTTON (see #7 below). With an active VOR frequency, this portion of the display shows the STANDBY frequency, OBS setting for the internal CDI, the bearing to the VOR station, radial from the VOR station, or a count-up/count-down timer. With an active localizer frequency, this portion of the display shows the standby frequency, the letters "LOC", or count-up/count-down timer.
- 4. NAV FREQUENCY SELECTOR KNOB (SMALL) -- Operates in 50 kHz steps. The NAV receiver's lower and upper frequency limits are 108.00 MHz and 117.95 MHz. Exceeding the upper limit of frequency band will automatically return to the lower limit and vice versa. A clockwise rotation will increase (inc) the previous frequency while a counterclockwise rotation will decrease (dec) the previous frequency.
- 5. NAV FREQUENCY SELECTOR KNOB (LARGE) -- Operates in 1 MHz steps. The frequency inc/dec operates the STANDBY frequency display. A clockwise rotation will increase the previous frequency while a counterclockwise rotation will decrease the previous frequency. Exceeding the upper limit of the frequency band will automatically return to the lower limit and vice versa.

Figure 1. Bendix/King KX 155A VHF NAV/COMM with KI 208 or KI 209A Indicator Head (Sheet 3 of 7)

Feb 23/01 S1-7

- 6. NAV/FREQUENCY TRANSFER BUTTON () Interchanges the NAV Active and STANDBY frequencies. Depressing the NAV frequency transfer button for 2 seconds or more will cause the display to go into the ACTIVE ENTRY mode. Only the ACTIVE frequency will be displayed and it can be directly changed by using the NAV inc/dec knobs. The display will return to the ACTIVE/STANDBY mode when the NAV frequency transfer button is pushed.
- 7. MODE SELECTOR BUTTON -- Depressing the mode button will cause the NAV display to go from the ACTIVE/STANDBY format to the ACTIVE/CDI (Course Deviation Indicator) format. In the CDI mode, the frequency inc/dec knob (pushed in) channels the ACTIVE frequency. When the ACTIVE window is tuned to a VOR frequency, the standby frequency area is replaced by a three digit OBS (Omni Bearing Selector) display. The desired OBS course can be selected by pulling out the inner NAV frequency knob and turning it. This OBS display is independent of any OBS course selected on an external CDI. An "OBS" in the middle of the NAV display will flash while the inner NAV frequency knob is pulled out. The CDI is displayed on the line below the frequency/OBS. When the ACTIVE window is tuned to a localizer frequency, the standby frequency area is replaced by "LOC". When the received signal is too weak to ensure accuracy the display will "FLAG".

Depressing the mode button again will cause the NAV display to go from the ACTIVE/CDI format to the ACTIVE/BEARING format. In the BEARING mode, the frequency inc/dec knob channels the ACTIVE frequency window. Depressing the frequency transfer button will cause the ACTIVE frequency to be placed in blind storage and the STANDBY frequency (in blind storage) to be displayed in the ACTIVE window display. In bearing mode, the right hand window of the NAV display shows the bearing TO the station. When a too weak or invalid VOR signal is received the display flags (dashes).

Figure 1. Bendix/King KX 155A VHF NAV/COMM with KI 208 or KI 209A Indicator Head (Sheet 4 of 7)

Another push of the mode button will cause the NAV display to go from the ACTIVE/BEARING format to the ACTIVE/RADIAL format. In the RADIAL mode, the frequency inc/dec knobs channel the ACTIVE frequency window and depressing the frequency transfer button will cause the ACTIVE frequency to be placed in blind storage and the STANDBY frequency (in blind storage) to be displayed in the ACTIVE window display. In radial mode of operation, the right hand window of NAV display shows the radial FROM the station. When a too weak or invalid VOR signal is received the display flags (dashes).

Another push of the mode button will cause the unit to go into the TIMER mode. When the unit is turned on, the elapsed timer (ET) begins counting upwards from zero. The timer can be stopped and reset to zero by pushing the NAV frequency transfer button for 2 seconds or more causing the ET on the display to flash. In this state, the timer can be set as a countdown timer or the elapsed timer can be restarted. The countdown timer is set by using the NAV frequency inc/dec knobs to set the desired time and then pushing the NAV frequency transfer button to start the timer. The large knob selects minutes, the small knob in the "in" position selects 10 second intervals, and the small knob in the "out" position selects individual seconds. After the countdown timer reaches zero, the counter will begin to count upwards indefinitely while flashing for the first 15 seconds. When the elapsed timer is reset to zero it may be restarted again by momentarily pushing the NAV frequency transfer button.

8. NAV/VOLUME CONTROL (PULL IDENT) -- Adjusts volume of navigation receiver audio. When the knob is pulled out, the Ident signal plus voice may be heard. The volume of voice/ident can be adjusted by turning this knob.

Figure 1. Bendix/King KX 155A VHF NAV/COMM with KI 208 or KI 209A Indicator Head (Sheet 5 of 7)

Feb 23/01 S1-9

- 9. COMM FREQUENCY SELECTOR KNOB (INNER) -- This smaller knob is designed to change the indicated frequency in steps of 50-kHz when it is pushed in, and in 25-kHz steps when it is pulled out. For 8.33 kHz versions, channels are incremented in 25 kHz steps with the knob pushed in and 8.33 kHz with the knob pulled out.
- 10. COMM FREQUENCY SELECTOR KNOB (OUTER) -- The outer, larger selector knob is used to change the MHz portion of the frequency display. At either band-edge of the 118-136 MHz frequency spectrum, an offscale rotation will wrap the display around to the other frequency band-edge (i.e., 136 MHz advances to 118 MHz).
- 11. CHANNEL BUTTON -- Pressing the CHAN button for 2 or more seconds will cause the unit to enter the channel program (PG) mode. Upon entering the channel program mode, the channel number will flash indicating that it can be programmed. The desired channel can be selected by turning the comm kHz knob. The channel frequency can be entered by pushing the comm transfer button which will cause the standby frequency to flash. The comm frequency knobs are then used to enter the desired frequency. If dashes (located between 136 MHz and 118 MHz) are entered instead of a frequency, the corresponding channel is skipped in channel selection mode. Additional channels may be programmed by pressing the COMM transfer button and using the same procedure. The channel information is saved by pushing the CHAN button which will also cause the unit to return to the previous frequency entry mode.

The channel selection mode (CH) can then be entered by momentarily pushing the CHAN button. The comm frequency knobs can be used to select the desired channel. The unit will automatically default to the previous mode if no channel is selected within 2 seconds after entering the channel selection mode. The unit is placed in the transmit mode by depressing a mic button.

Figure 1. Bendix/King KX 155A VHF NAV/COMM with KI 208 or KI 209A Indicator Head (Sheet 6 of 7)

S1-10 Feb 23/01

12. COMM FREQUENCY TRANSFER BUTTON () -- Interchanges the frequencies in the USE and STANDBY displays. To tune the radio to the desired operating frequency, the desired frequency must be entered into the standby display and then the transfer button must be pushed. This will trade the contents of the active and standby displays. The operating frequency can also be entered by accessing the ACTIVE ENTRY (direct tune) mode which is done by pushing the COMM TRANSFER button for 2 or more seconds. In the direct tune mode, only the active part of the display is visible. The desired frequency can be directly entered into the display. Push the COMM TRANSFER button again to return to the active/standby display.

The transceiver is always tuned to the frequency appearing in the ACTIVE display. It is, therefore, possible to have two different frequencies stored in the ACTIVE and STANDBY displays and to change back and forth between them at the

simple push of the transfer button.

- 13. COMM VOLUME CONTROL (OFF/PULL/TEST) -- Rotate the VOL knob clockwise from the OFF position. Pull the VOL knob out and adjust for desired listening level. Push the VOL knob back in to actuate the automatic squelch. The VOL knob may also be pulled out to hear particularly weak signals.
- 14. VOR/Localizer Needle or CDI needle.
- 15. Glideslope Flag
- 16. TO-FROM-NAV FLAG
- 17. Azimuth Card
- 18. OBS Knob
- 19. Glideslope Needle

Figure 1. Bendix/King KX 155A VHF NAV/COMM with KI 208 or KI 209A Indicator Head (Sheet 7 of 7)

SECTION 2 LIMITATIONS

There is no change to the airplane limitations when this avionic equipment is installed.

SECTION 3 EMERGENCY PROCEDURES

There is no change to the airplane emergency procedures when this avionic equipment is installed. However, if the frequency readouts fail, the radio will remain operational on the last frequency selected. If either frequency transfer button is pressed and held while power is applied to the unit, the unit wakes up with 120.00 MHz in the COMM use frequency and 110.00 MHz in the NAV active frequency, with both COMM and NAV in the active entry mode. This will aid the pilot in blind tuning the radio.

SECTION 4 NORMAL PROCEDURES

COMMUNICATION RECEIVER-TRANSMITTER OPERATION:

- OFF/PULL/TEST Volume Control -- Turn clockwise; pull out and adjust to desired audio level; push control back in to activate the automatic squelch.
- 2. MIC Selector Switch (on audio control panel) -- SET to COMM
- SPEAKER Selector (on audio control panel) -- SET to desired mode.
- 4. COMM Frequency Selector Knobs -- Select desired operating frequency.
- 5. COMM Transfer Button -- PRESS to transfer desired frequency from the STBY display into the COMM display.

6. Mic Button:

a. To transmit -- Press button and speak in microphone.

NOTE

During COMM transmission, a lighted "T" will appear between the "COMM" and "STBY" displays to indicate that the transceiver is operating in the transmit mode.

b. To Receive -- RELEASE mike button.

NAVIGATION RECEIVER OPERATION:

 NAV Frequency Selector Knobs -- SELECT desired operating frequency in "STBY" display.

2. NAV TRANSFER BUTTON -- PRESS to transfer desired frequency from the "STBY" display into the "NAV" display.

 Speaker Selector (on audio control panel) - SET to desired mode..

4. NAV Volume Control --

a. ADJUST to desired audio level.

b. PULL out to identify station.

VOR OPERATION:

Channel the NAV Receiver to the desired VOR and monitor the audio to positively identify the station. To select an OBS course, turn the OBS knob to set the desired course under the lubber line. When a signal is received, the NAV flag will pull out of view and show a "TO" or "FROM" flag as appropriate for the selected course.

LOC OPERATION

Localizer circuitry is energized when the NAV Receiver is channeled to an ILS frequency. Monitor the LOC audio and positively identify the station. The NAV flag will be out of view when the signal is of sufficient strength to be usable.

GLIDESLOPE OPERATION

The glideslope receiver is automatically channeled when a localizer frequency is selected. A separate warning flag is provided to indicate usable signal conditions.

PILOT CONFIGURATION

This mode can be accessed by pressing and holding the NAV Mode Button for more than 2 seconds and then pressing the Nav Frequency Transfer Button for an additional 2 seconds, while continuing to hold the NAV Mode Button. When the Pilot Config Mode is entered the unit will show the "SWRV" mnemonic which is the unit software revision level. Adjustment pages can be accessed by MODE button presses.

The pilot may adjust two parameters in the pilot configuration, the display minimum brightness and sidetone volume level. Minimum Brightness (BRIM) will have a range of 0-255. The dimmest is 0 and the brightest is 255. Sidetone volume level is adjusted when SIDE is displayed. Values from 0-255 may be selected with 0 being least volume, 255 being the greatest.

Adjustment	Mnemonic	Min Level	Max Level
Software Revision Number	SWRV		
Minimum Display Brightness	BRIM	0	255
Sidetone Level	SIDE	0	255

Subsequent presses of the MODE button sequences through SWRV, BRIM, SIDE, and then back to SWRV.

Pressing the NAV Transfer Button momentarily exits Pilot configuration mode. The NAV returns to its pre-Pilot Config state with the new brightness and sidetone levels stored in nonvolatile memory.

SECTION 5 PERFORMANCE

There is no change to the airplane performance when this avionic equipment is installed. However, the installation of an externally mounted antenna, or several related antennas, will result in a minor reduction in cruise performance.





Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T AIRPLANES T18208001 AND ON SUPPLEMENT 2

BENDIX/KING KT 76C TRANSPONDER WITH BLIND ENCODER

SERIAL NO	
1 .	
REGISTRATION NO.	

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the KT 76C Transponder with Blind Encoder is installed.

FAA APPROVAL

FAA APPROVED UNDER FAR 21 SUBPART J. This General Alexant Co. Delegation Option Authorization DOA-100129-CE

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Date: 19 March 2001

Member of GAMA
23 February 2001

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S2-1

BENDIX/KING KT 76C TRANSPONDER with BLIND ENCODER

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the Supplement. Pages which are affected by the current revision will carry the date of that revision

Revision Level	Date of Issue
0 (Original)	Feb. 23, 2001

LOG OF EFFECTIVITY PAGES

PAGE	DATE	PAGE	DATE
Title (S2-1)	Feb 23/01	S2-6	Feb 23/01
S2-2	Feb 23/01	S2-7	Feb 23/01
S2-3	Feb 23/01	S2-8	Feb 23/01
S2-4	Feb 23/01	S2-9	Feb 23/01
S2-5	Feb 23/01	S2-10 blank	Feb 23/01

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

		Airplane		
		Unit	Revision	Incorporated
<u>Number</u>	<u>Title</u>	Effectivity	<u>Incorporation</u>	In Airplane

S2-2 Feb 23/01

BENDIX/KING KT 76C TRANPONDER with BLIND ENCODER

SECTION 1

GENERAL

The Bendix/King Transponder (Type KT 76C), shown in Figure 1, is the airborne component of an Air Traffic Control Radar Beacon System (ATCRBS). The transponder enables the ATC ground controller to "see" and identify more readily the aircraft on the radarscope. The blind encoder (SSD120-20) enables the transponder to automatically report aircraft altitude to ATC.

The Bendix/King Transponder system consists of a panel-mounted unit and an externally-mounted antenna. The transponder receives interrogating pulse signals on 1030 MHz and transmits coded pulse-train reply signals on 1090 MHz. It is capable of replying to Mode A (aircraft identification) and also to Mode C (altitude reporting) interrogations on a selective reply basis on any of 4096 information code selections. A sidewall-mounted SSD120-20 Blind Encoder is included in the avionic configuration, the transponder can provide altitude reporting in 100-foot increments between -1000 and +20,000 feet.

The KT 76C features microprocessor and LSI (Large Scale Integrated) control. Mode and code selection are performed using the rotary knob and numeric buttons and all functions including the flight level altitude are presented on a gas discharge display. All display segments are automatically dimmed by a photocell type sensor.

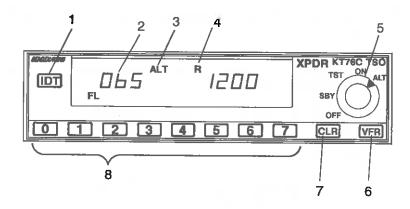
Feb 23/01 S2-3

SECTION 9 - SUPPLEMENTS SUPPLEMENT 2 - FAA APPROVED

A VFR programming sequence, described in Section 4, allows the pilot to preprogram any single code such as "1200" into the KT 76C. Pressing the VFR button instantly returns the KT 76C to the preprogrammed code without having to manually enter "1200".

All Bendix/King Transponder operating controls are located on the front panel of the unit. Functions of the operating controls are described in Figure 1.

S2-4 Feb 23/01



- 1. IDENT BUTTON (IDT) When depressed, selects special identifier pulse to be transmitted with transponder reply to effect immediate identification of the airplane on the ground controller's display. ("R" will illuminate steadily for approximately 18 seconds. Button illumination is controlled by the avionic light dimming rheostat.
- 2. ALTITUDE DISPLAY Displays the pressure altitude on the left side of the display. The display is in hundreds of feet. "FL" is annunciated to indicate Flight Level altitude. Flight Level is a term to indicate that the altitude is not true altitude, but barometric altitude which is not corrected for local pressure. For Example, "FL-040" corresponds to an altitude of 4000 feet, meaning sea level pressure of 29.92 inches of mercury.

The Flight Level altitude is only displayed when the altitude reporting is enabled, i.e. in Altitude mode. If an invalid code from the altimeter is detected dashes will appear in the altitude window. Altitude reporting is disabled if the altitude window is blank or has dashes.

Figure 1. Bendix/King KT 76C Transponder with Blind Encoder (Sheet 1 of 2)

- 3. MODE ANNUNCIATORS Displays the operating mode of the transponder.
- 4. REPLY INDICATOR (R) "R" is illuminated momentarily when the transponder is replying to a valid interrogation and during the 18 ±2 seconds following the initiation of an Ident.
- 5. MODE SELECTOR KNOB Controls application of power and selects transponder operating mode as follows:
 - OFF Turns set off.
 - SBY Turns set on for standby power and code selection. "SBY" is annunciated.
 - TST Self-test function. The transmitter is disabled. All display segments will illuminate.
 - ON Turns set on and enables transponder to transmit Mode A (aircraft identification) reply pulses. ON is annunciated.
 - ALT Turns set on and enables transponder to transmit either Mode A (aircraft identification) reply pulses and Mode C (altitude reporting) pulses selected automatically by the interrogating signal. ALT is annunciated.
- VFR CODE BUTTON (VFR) Pressing the VFR Button will cause a pre-programmed Mode A reply code to supersede whatever Mode A reply code was previously in use. Button illumination is controlled by the RADIO LT dimming rheostat
- 7. CLEAR BUTTON (CLR) -- Pressing the CLR button will delete the last Mode A code digit entered.
- 8. NUMERIC KEYS 0-7 Selects assigned Mode A reply code. The new code will be transmitted after a 5-second delay.

Figure 1. Bendix/King KT 76C Transponder with Blind Encoder (Sheet 2 of 2)

S2-6 Feb 23/01

SECTION 2 LIMITATIONS

There is no change to the airplane limitations when this avionic equipment is installed.

SECTION 3 EMERGENCY PROCEDURES

TO TRANSMIT AN EMERGENCY SIGNAL:

- 1. Mode Selector Knob -- ALT.
- 2. Numeric Keys 0-7 -- SELECT 7700 operating code.

TO TRANSMIT A SIGNAL REPRESENTING LOSS OF ALL COMMUNICATIONS (WHEN IN A CONTROLLED ENVIRONMENT):

- 1. Mode Selector Knob -- ALT.
- 2. Numeric Keys 0-7 -- SELECT 7600 operating code.

SECTION 4 NORMAL PROCEDURES

BEFORE TAKEOFF:

1. Mode Selector Knob -- SBY.

TO TRANSMIT MODE A (AIRCRAFT IDENTIFICATION) CODES IN FLIGHT:

1. Numeric Keys 0-7 -- SELECT assigned code..

2. Mode Selector Knob -- ON.

NOTES

- During normal operation with Mode Selector Knob in ON position, reply indicator flashes, indicating transponder replies to interrogations.
- Mode A reply codes are transmitted in ALT also; however, Mode C codes are suppressed when the Mode Selector Knob is positioned to ON.
- 3. IDT Button -- DEPRESS momentarily when instructed by ground controller to "squawk IDENT" ("R" will illuminate steadily indicating IDENT operation).

TO TRANSMIT MODE C (ALTITUDE REPORTING) CODES IN FLIGHT:

- 1. Transponder Code Selector Knob -- SELECT assigned code.
- 2. Mode Selector Knob -- ALT.

NOTES

- When directed by ground controller to "stop altitude squawk", turn Mode Selector Knob to ON for Mode A operation only.
- Altitude transmitted by the transponder for altitude squawk and displayed on the KT 76C panel is pressure altitude (referenced to 29.92") and conversion to indicated altitude is done in the ATC computers.

TO SELF-TEST TRANSPONDER OPERATION:

- 1. Mode Selector Knob -- TST Check all displays.
- 2. Mode Selector Knob -- SELECT desired function.

TO PROGRAM VFR CODE:

- 1. Mode Selector Knob -- SBY.
- 2. Numeric Keys 0-7 -- SELECT desired VFR code.
- 3. IDT Button -- PRESS AND HOLD.
 - a. VFR Code Button -- PRESS (while still holding IDT button) to place new VFR code in nonvolatile memory for subsequent call up.

SECTION 5 PERFORMANCE

There is no change to the airplane performance when this avionic equipment is installed. However, the installation of an externally-mounted antenna, or related external antennas, will result in a minor reduction in cruise performance.





Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T

AIRPLANES T18208001 AND ON

SUPPLEMENT 4

POINTER MODEL 3000-11 OR MODEL 4000-11 **EMERGENCY LOCATOR TRANSMITTER**

SERIAL NO	
REGISTRATION NO	

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the Pointer Model 3000-11 or Model 4000-11 Emergency Locator Transmitter is installed.

FAA APPROVAL

PAA APPROVED UNDER FAR 21 SUBPART J

Date: 19 March 2001

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S4-1

POINTER MODEL 3000-11 OR MODEL 4000-11 EMERGENCY LOCATOR TRANSMITTER (ELT)

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the Supplement. Pages which are affected by the current revision will carry the date of that revision

Revision Level	Date of Issue
0 (Original)	Feb. 23, 2001

LOG OF EFFECTIVITY PAGES

PAGE	DATE	PAGE	DATE
Title (S4-1)	Feb 23/01	S4-6	Feb 23/01
S4-2	Feb 23/01	S4-7	Feb 23/01
S4-3	Feb 23/01	S4-8	Feb 23/01
S4-4	Feb 23/01	S4-9	Feb 23/01
S4-5	Feb 23/01	S4-10	Feb 23/01

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

		Airplane		
		Unit	Revision	Incorporated
<u>Number</u>	<u>Title</u>	<u>Effectivity</u>	<u>Incorporation</u>	<u>In Airplane</u>

POINTER MODEL 3000-11 OR 4000-11 EMERGENCY LOCATOR TRANSMITTER (ELT)

SECTION 1

GENERAL

This supplement provides information which must be observed when operating the Pointer Model 3000-11 or 4000-11 Emergency Locator Transmitter.

Both the Pointer Model 3000-11 ELT (which incorporates the english placard) and Model 4000-11 ELT (which incorporates the bilingual placard) consist of a self-contained, dual-frequency, solid-state transmitter powered by a battery pack consisting of five alkaline "C" cell batteries and is automatically activated by a deceleration sensing inertia "G" switch, which is designed to activate when the unit senses longitudinal inertia forces as required in TSO-C91A. Also, a remote switch/annunciator is installed on the top right hand side of the copilot's instrument panel for control of the ELT from the flight crew station. The annunciator, which is in the center of the rocker switch, illuminates when the ELT transmitter is transmitting. The ELT emits an omni-directional signal on the international distress frequencies of 121.5 MHz and 243.0 MHz. General aviation and commercial aircraft, the FAA and CAP monitor 121.5 MHz, and 243.0 MHz is monitored by the military.

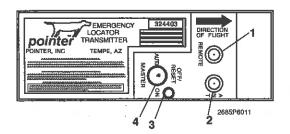
The ELT is contained in a high impact, fire retardant, glass filled Lexon case with carrying handle and is mounted behind the aft cabin partition wall on the right side of the tailcone. To gain access to the unit, unfasten the turn fasteners on the aft cabin partition. The ELT is operated by a control panel at the forward facing end of the unit or by the remote switch/annunciator located on the top right hand portion of the copilot's instrument panel (see Figure 1).

Power for the transmitter is provided by an alkaline battery pack inside the transmitter case.

Feb 23/01 S4-3

In accordance with FAA regulations, the ELT's battery pack must be replaced after 2 years shelf or service life or for any of the following reasons:

- a. After the transmitter has been used in an emergency situation (including any inadvertent activation of unknown duration).
- b. After the transmitter has been operated for more than one cumulative hour (e.g. time accumulated in several tests and inadvertent activation of known duration).
- c. On or before battery replacement date. Battery replacement date is marked on the battery pack and the label on the transmitter.



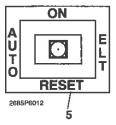


Figure 1. Pointer Model 3000-11 Emergency Locator Transmitter

- REMOTE CABLE JACK -- Connects to ELT remote switch/annunciator located on the copilot's instrument panel.
- ANTENNA RECEPTACLE -- Connects to antenna mounted on top of tailcone.
- 3. TRANSMITTER ANNUNCIATOR LIGHT -- Illuminates red to indicate the transmitter is transmitting a distress signal.
- 4. MASTER FUNCTION SELECTOR SWITCH (3-position toggle switch):
 - AUTO -- Arms transmitter for automatic activation if "G" switch senses a predetermined deceleration level.
 - ON -- Activates transmitter instantly. Used for test purposes and if "G" switch is inoperative. The ON position bypasses the automatic activation switch. (The red annunciator in the center of the remote switch/annunciator should illuminate).

- OFF/RESET -- Deactivates transmitter during handling, following rescue and to reset the automatic activation function. (The red annunciator in the center of the remote switch/annunciator should extinguish).
- 5. REMOTE SWITCH/ANNUNCIATOR (3-position rocker switch):
 - ON -- Remotely activates the transmitter for test or emergency situations. Red annunciator in center of rocker switch illuminates to indicate that the transmitter is transmitting a distress signal.
 - AUTO -- Arms transmitter for automatic activation if "G" switch senses a predetermined deceleration level.
 - RESET -- Deactivates and rearms transmitter after automatic activation by the "G" switch. Red annunciator in center of rocker switch should extinguish.

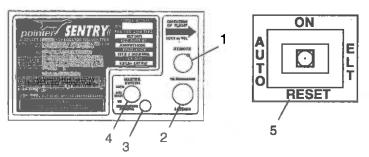


Figure 2. Pointer Model 4000-11 Emergency Locator Transmitter (ELT).

- 1. REMOTE CABLE JACK -- Connects to ELT remote switch/annunciator located on the copilot's instrument panel.
- 2. ANTENNA RECEPTACLE -- Connects to antenna mounted on top of tailcone.
- TRANSMITTER ANNUNCIATOR LIGHT -- Illuminates red to indicate the transmitter is transmitting a distress signal.

Feb 23/01 S4-5

- MASTER FUNCTION SELECTOR SWITCH (3-position toggle switch):
 - ON -- Activates transmitter instantly. Used for test purposes and if "G" switch is inoperative. The ON position bypasses the automatic activation switch. (The red annunciator in the center of the remote switch/annunciator should illuminate).
 - AUTO -- Arms transmitter for automatic activation if "G" switch senses a predetermined deceleration level.
 - OFF/RESET -- Deactivates transmitter during handling, following rescue and to reset the automatic activation function. (The red annunciator in the center of the remote switch/annunciator should extinguish).
- 5. REMOTE SWITCH/ANNUNCIATOR (3-position rocker switch):
 ON -- Remotely activates the transmitter for test or
 emergency situations. Red annunciator in
 center of rocker switch illuminates to indicate
 that the transmitter is transmitting a distress
 signal
 - AUTO -- Arms transmitter for automatic activation if "G" switch senses a predetermined deceleration level.
 - RESET -- Deactivates and rearms transmitter after automatic activation by the "G" switch. Red annunciator in center of rocker switch should extinguish.

SECTION 2 LIMITATIONS

Refer to Section 2 of the Pilot's Operating Handbook and FAA Approved Flight Manual (POH/AFM).

S4-6 Feb 23/01

SECTION 3 EMERGENCY PROCEDURES

Before performing a forced landing, especially in remote and mountainous areas, activate the ELT transmitter by positioning the remote switch/annunciator to the ON position. The annunciator in center of the rocker switch should be illuminated.

Immediately after a forced landing where emergency assistance is required, the ELT should be utilized as follows:

NOTE

The ELT remote switch/annunciator system could be inoperative if damaged during a forced landing. If inoperative, the inertia "G" switch will activate automatically. However, to turn the ELT OFF and ON again requires manual switching of the master function selector switch which is located on the ELT unit.

1. ENSURE ELT ACTIVATION:

a. Position remote switch/annunciator to the ON position even if annunciator light is already on.

 b. If airplane radio is operable and can be safely used (no threat of fire or explosion), turn ON and select 121.5 MHz.
 If the ELT can be heard transmitting, it is working properly.

c. Ensure that antenna is clear of obstructions.

NOTE

When the ELT is activated, a decreasing tone will be heard before the typical warbling tone begins.

- 2. PRIOR TO SIGHTING RESCUE AIRCRAFT -- Conserve airplane battery. Do not activate radio transceiver.
- 3. AFTER SIGHTING RESCUE AIRCRAFT -- Position remote switch/annunciator to the RESET position and release to the AUTO position to prevent radio interference. Attempt contact with rescue aircraft with the radio transceiver set to a frequency of 121.5 MHz. If no contact is established, return the remote switch/annunciator to the ON position immediately.

4. FOLLOWING RESCUE -- Position remote switch/annunciator to the AUTO position, terminating emergency transmissions.

SECTION 4 NORMAL PROCEDURES

As long as the remote switch/annunciator is in the AUTO position and the ELT master function selector switch remains in the AUTO position, the ELT automatically activates when the unit senses longitudinal inertia forces as required in TSO-C91A.

Following a lightning strike, or an exceptionally hard landing, the ELT may activate although no emergency exists. If the remote switch/annunciator illuminates, the ELT has inadvertently activated itself. Another way to check is to select 121.5 MHz on the radio transceiver and listen for an emergency tone transmission. If the remote switch/annunciator is illuminated or an emergency tone is heard, position the remote switch/annunciator in the RESET position and release to the AUTO position.

The ELT must be serviced in accordance with FAR Part 91.207.

INSPECTION/TEST

 The emergency locator transmitter should be tested every 100 hours.

NOTE

Test should only be conducted within the first 5 minutes of each hour.

- 2. Disconnect antenna cable from ELT.
- 3. Turn airplane battery switch and avionics power switches ON.
- 4. Turn airplane transceiver ON and set frequency to 121.5 MHz.
- Place remote switch/annunciator in the ON position. The annunciator should illuminate. Permit <u>only three</u> emergency tone transmissions, then immediately reposition the remote switch/annunciator to the RESET position and release to the AUTO position.

S4-8 Feb 23/01

- Place the ELT master function selector switch in the ON position. Verify that the transmitter annunciator light on the ELT and the remote switch/annunciator on the instrument panel are illuminated.
- Place the ELT master function selector switch in the OFF/RESET position.
- 8. Reposition ELT master function selector switch to AUTO.
- 9. Reconnect antenna cable to ELT.

WARNING

A TEST WITH THE ANTENNA CONNECTED SHOULD BE APPROVED AND CONFIRMED BY THE NEAREST CONTROL TOWER.

NOTE

Without its antenna connected, the ELT will produce sufficient signal to reach the airplane transceiver, yet it will not disturb other communications or damage output circuitry.

After accumulated test or operation time equals 1 hour, battery pack replacement is required.

IN-FLIGHT MONITORING AND REPORTING

Pilot's are encouraged to monitor 121.5 MHz and/or 243.0 MHz while in flight to assist in identifying possible emergency ELT transmissions. On receiving a signal, report the following information to the nearest air traffic control facility:

- 1. Your position at the time the signal was first heard.
- 2. Your position at the time the signal was last heard.
- 3. Your position at maximum signal strength.
- 4. Your flight altitude and frequency on which the emergency signal was heard -- 121.5 MHz or 243.0 MHz. If possible, positions should be given relative to a navigation aid. If the aircraft has homing equipment, provide the bearing to the emergency signal with each reported position.

SECTION 5 PERFORMANCE

There is no change in airplane performance when the ELT is installed.



Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T AIRPLANES T18208001 AND ON

SUPPLEMENT 6

BENDIX/KING KR87 AUTOMATIC DIRECTION FINDER

SERIAL NO.		
REGISTRATION NO	 _	 -

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the Automatic Direction Finder is installed.

FAA APPROVAL

FAA APPROVED UNDER FAR 21 SUBPART J The Common Aircraft Co. Delegation Option Authorization DOA-100129-CB

Nichall Hally

Executive Engineer

Date: 19 March 2001

Member of GAMA
23 February 2001

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T182TPHUS-\$6-00

BENDIX/KING KR 87 AUTOMATIC DIRECTION FINDER (ADF)

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the Supplement. Pages which are affected by the current revision will carry the date of that revision

Revision Level Date of Issue

0 (Original) Feb. 23, 2001

LOG OF EFFECTIVITY PAGE

DATE	PAGE	DATE
Feb 23/01	S6-7	Feb 23/01
Feb 23/01	S6-8	Feb 23/01
Feb 23/01	S6-9	Feb 23/01
Feb 23/01	S6-10	Feb 23/01
	S6-11	Feb 23/01
Feb 23/01	S6-12	Feb 23/01
	Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01	Feb 23/01 S6-7 Feb 23/01 S6-8 Feb 23/01 S6-9 Feb 23/01 S6-10 Feb 23/01 S6-11

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

BENDIX/KING KR 87 AUTOMATIC DIRECTION FINDER (ADF)

SECTION 1 GENERAL

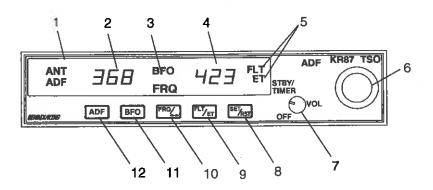
The Bendix/King Digital ADF is a panel-mounted, digitally tuned automatic direction finder. It is designed to provide continuous 1-kHz digital tuning in the frequency range of 200-kHz to 1799-kHz and eliminates the need for mechanical band switching. The system is comprised of a receiver, a built-in electronics timer, a bearing indicator, and a KA-44B combined loop and sense antenna. Operating controls and displays for the Bendix/King Digital ADF are shown and described in Figure 1. The audio system used in conjunction with this radio for speaker-phone selection is shown and described in Supplement 3 of this handbook.

The Bendix/King Digital ADF can be used for position plotting and homing procedures, and for aural reception of amplitude-modulated (AM) signals.

The "flip-flop" frequency display allows switching between preselected "STANDBY" and "ACTIVE" frequencies by pressing the frequency transfer button. Both pre-selected frequencies are stored in a non-volatile memory circuit (no battery power required) and displayed in large, easy-to-read, self-dimming gas discharge numerics. The active frequency is continuously displayed in the left window, while the right window will display either the standby frequency or the selected readout from the built-in electronic timer.

The built-in electronic timer has two separate and independent timing functions. An automatic flight timer that starts whenever the unit is turned on. This timer functions up to 59 hours and 59 minutes. An elapsed timer which will count up or down for up to 59 minutes and 59 seconds. When a preset time interval has been programmed and the countdown reaches :00, the display will flash for 15 seconds. Since both the flight timer and elapsed timer operate independently, it is possible to monitor either one without disrupting the other. The pushbutton controls and the bearing indicators are internally lighted. Intensity is controlled by the RADIO light dimming rheostat.

Feb 23/01 S6-3



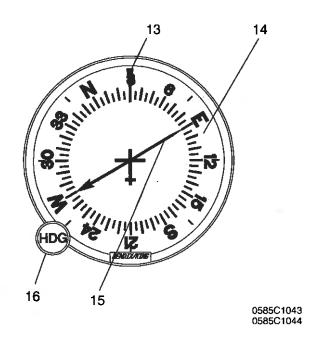


Figure 1. KR 87 Automatic Direction Finder (ADF) (Sheet 1 of 4)

- 1. ANT/ADF MODE ANNUNCIATOR -- Antenna (ANT) is selected by the "out" position of the ADF button. This mode improves the audio reception and is usually used for station identification. The bearing pointer is deactivated and will park in the 90° relative position. Automatic Direction Finder (ADF) mode is selected by the depressed position of the ADF button. This mode activates the bearing pointer. The bearing pointer will point in the direction of the station relative to the aircraft heading.
- IN-USE FREQUENCY DISPLAY -- The frequency to which the ADF is tuned is displayed here. The active ADF frequency can be changed directly when either of the timer functions is selected.
- 3. BFO (Beat Frequency Oscillator) ANNUNCIATOR -- The BFO mode, activated and annunciated when the "BFO" button is depressed, permits the carrier wave and associated morse code identifier broadcast on the carrier wave to be heard.

NOTE

CW signals (Morse Code) are unmodulated and no audio will be heard without use of BFO. This type of signal is used in the United States air navigation primarily for navaid identification. It is also used in some foreign countries and marine beacons.

4. STANDBY FREQUENCY/FLIGHT TIME OR ELAPSED TIME ANNUNCIATION -- When FRQ is displayed the STANDBY frequency is displayed in the right hand display. The STANDBY frequency is selected using the frequency select knobs. The selected STANDBY frequency is put into the ACTIVE frequency windows by pressing the frequency transfer button. Either the standby frequency, the flight timer, or the elapsed time is displayed in this position. The flight timer and elapsed timer are displayed replacing the standby frequency which goes into "blind" memory to be called back at any time by depressing the FRQ button. Flight time or elapsed time are displayed and annunciated alternatively by depressing the FLT/ET button.

Figure 1. KR 87 Automatic Direction Finder (ADF) (Sheet 2 of 4)

Feb 23/01 S6-5

SECTION 9 - SUPPLEMENTS SUPPLEMENT 6 - FAA APPROVED

- FLIGHT TIMER AND ELAPSED TIMER MODE ANNUNCIATION -- Either the elapsed time (ET) or flight time (FLT) mode is annunciated here.
 - 6. FREQUENCY SELECT KNOBS -- Selects the standby frequency when FRQ is displayed and directly selects the active frequency whenever either of the time functions is selected. The frequency selector knobs may be rotated either clockwise or counterclockwise. The small knob is pulled out to tune the 1's. The small knob is pushed in to tune the 10's. The outer knob tunes the 100's with rollover into the 1000's up to 1799. These knobs are also used to set the desired time when the elapsed timer is used in the countdown mode.
 - 7. ON/OFF/VOLUME CONTROL SWITCH (ON/OFF/VOL) -- Controls primary power and audio output level. Clockwise rotation from OFF position applies primary power to the receiver; further clockwise rotation increases audio level. Audio muting causes the audio output to be muted unless the receiver is locked on a valid station.
 - SET/RESET ELAPSED TIMER BUTTON (SET/RST) -- The set/reset button when pressed resets the elapsed timer whether it is being displayed or not.
 - FLIGHT TIMER/ELAPSED TIMER MODE SELECTOR BUTTON (FLT/ET) -- The Flight Timer/Elapsed Time mode selector button when pressed alternatively selects either Flight Timer mode or Elapsed Timer mode.
- FREQUENCY TRANSFER BUTTON (FRQ) -- The FRQ transfer button when pressed exchanges the active and standby frequencies. The new frequency becomes active and the former active frequency goes into standby.
- BFO (Beat Frequency Oscillator) BUTTON -- The BFO button selects the BFO mode when in the depressed position. (See note under item 3).
- 12. ADF BUTTON -- The ADF button selects either the ANT mode or the ADF mode. The ANT mode is selected with the ADF button in the out position. The ADF mode is selected with the ADF button in the depressed position.

Figure 1. KR 87 Automatic Direction Finder (ADF) (Sheet 3 of 4

S6-6 Feb 23/01

- 13. LUBBER LINE -- Indicates relative or magnetic heading of the aircraft. The heading must be manually input by the pilot with the heading (HDG) knob.
- COMPASS CARD -- Manually rotatable card that indicates relative or magnetic heading of aircraft, as selected by HDG knob.
- 15. BEARING POINTER -- Indicates relative or magnetic bearing to station as selected by HDG knob. If the relative heading of North (N) is manually selected under the lubber line by the pilot, then the bearing pointer indicates the relative bearing to the station. If the aircraft's magnetic heading is selected under the lubber line by the pilot, then the bearing pointer indicates the magnetic bearing to the station.
- HEADING KNOB (HDG) --Rotates card to set in relative or magnetic heading of aircraft.

Figure 1. KR 87 Automatic Direction Finder (ADF) (Sheet 4 of 4)

SECTION 2 LIMITATIONS

There is no change to airplane limitations when the KR 87 ADF is installed.

SECTION 3 EMERGENCY PROCEDURES

There are no changes to the basic airplane emergency procedures when the KR 87 ADF is installed.

SECTION 4 NORMAL PROCEDURES

TO OPERATE AS AN AUTOMATIC DIRECTION FINDER:

1. OFF/VOL Control -- ON.

Frequency Selector Knobs -- SELECT desired frequency in the standby frequency display.

3. FRQ Button -- PRESS to move the desired frequency from the standby to the active position.

 ADF Selector Switch (on audio control panel) -- SELECT as desired.

OFF/VOL Control -- SET to desired volume level and identify that desired station is being received.

6. ADF Button -- SELECT ADF mode and note relative bearing on indicator.

ADF TEST (PRE-FLIGHT or IN-FLIGHT):

1. ADF Button -- SELECT ANT mode and note pointer moves to 90° position.

 ADF Button -- SELECT ADF mode and note the pointer moves without hesitation to the station bearing. Excessive pointer sluggishness, wavering or reversals indicate a signal that is too weak or a system malfunction.

TO OPERATE BFO:

- 1. OFF/VOL Control -- ON.
- 2. BFO Button -- PRESS on.
- 3. ADF Selector Buttons (on audio control panel) -- SET to desired mode.
- 4. VOL Control -- ADJUST to desired listening level.

NOTE

A 1000-Hz tone and Morse Code identifier is heard in the audio output when a CW signal is received.

TO OPERATE FLIGHT TIMER:

- 1. OFF/VOL Control -- ON.
- FLT/ET Mode Button -- PRESS (once or twice) until FLT is annunciated. Timer will already be counting since it is activated by turning the unit on.
- OFF/VOL Control -- OFF and then ON if it is desired to reset the flight timer.

TO OPERATE AS A COMMUNICATIONS RECEIVER ONLY:

- 1. OFF/VOL Control -- ON.
- 2. ADF Button -- SELECT ANT mode.
- 3. Frequency Selector Knobs -- SELECT desired frequency in the standby frequency display.
- 4. FRQ Button -- PRESS to move the desired frequency from the standby to the active position.
- 5. ADF Selector Buttons (on audio control panel) -- SET to desired mode.
- 6. VOL Control -- ADJUST to desired listening level.

TO OPERATE ELAPSED TIME TIMER-COUNT UP MODE:

- 1. OFF/VOL Control -- ON.
- 2. FLT/ET Mode Button -- PRESS (once or twice) until ET is annunciated.
- SET/RST Button -- PRESS momentarily to reset elapsed timer to zero.

NOTE

The Standby Frequency which is in memory while Flight Time or Elapsed Time modes are being displayed may be called back by pressing the FRQ button, then transferred to active use by pressing the FRQ button again.

TO OPERATE ELAPSED TIME TIMER-COUNT DOWN MODE:

- 1. OFF/VOL Control -- ON.
- FLT/ET Mode Button -- PRESS (once or twice) until ET is annunciated.
- SET/RST Button -- PRESS until the ET annunciation begins to flash.
- 4. FREQUENCY SELECTOR KNOBS -- SET desired time in the elapsed time display. The small knob is pulled out to tune the 1's. The small knob is pushed in to tune the 10's. The outer knob tunes minutes up to 59 minutes.

NOTE

Selector knobs remain in the time set mode for 15 seconds after the last entry or until the SET/RST, FLT/ET or FRQ button is pressed.

 SET/RST Button -- PRESS to start countdown. When the timer reaches 0, it will start to count up as display flashes for 15 seconds.

NOTE

While FLT or ET are displayed, the active frequency on the left side of the window may be changed, by using the frequency selector knobs, without any effect on the stored standby frequency or the other modes.

ADF OPERATION NOTES:

ERRONEOUS ADF BEARING DUE TO RADIO FREQUENCY PHENOMENA:

In the U.S., the FCC, which assigns AM radio frequencies, occasionally will assign the same frequency to more than one station in an area. Certain conditions, such as Night Effect, may cause signals from such stations to overlap. This should be taken into consideration when using AM broadcast station for navigation.

Sunspots and atmospheric phenomena may occasionally distort reception so that signals from two stations on the same frequency will overlap. For this reason, it is always wise to make positive identification of the station being tuned, by switching the function selector to ANT and listening for station call letters.

ELECTRICAL STORMS:

In the vicinity of electrical storms, an ADF indicator pointer tends to swing from the station tuned toward the center of the storm.

NIGHT EFFECT:

This is a disturbance particularly strong just after sunset and just after dawn. An ADF indicator pointer may swing erratically at these times. If possible, tune to the most powerful station at the lowest frequency. If this is not possible, take the average of pointer oscillations to determine relative station bearing.

MOUNTAIN EFFECT:

Radio waves reflecting from the surface of mountains may cause the pointer to fluctuate or show an erroneous bearing. This should be taken into account when taking bearings over mountainous terrain.

COASTAL REFRACTION:

Radio waves may be refracted when passing from land to sea or when moving parallel to the coastline. This also should be taken into account.

Feb 23/01 S6-11

SECTION 5 PERFORMANCE

There is no change to the airplane performance when this avionic equipment is installed. However, the installation of an externally mounted antenna or related external antennas, will result in a minor reduction in cruise performance.

SUPPLEMENT REVISION

MODEL T182T

PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL

REVISION 1
31 OCTOBER 2002

PART NUMBER: T182TPHUS-S7-01

INSERT THE FOLLOWING PAGES INTO
THE SUPPLEMENT SECTION OF THE PILOT'S
OPERATING HANDBOOK





Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T AIRPLANES T18208001 AND ON

SUPPLEMENT 7

BENDIX/KING KAP 140 SINGLE AXIS AUTOPILOT

SERIAL NO	
REGISTRATION NO.	

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the KAP 140 Single Axis Autopilot is installed.

FAA APPROVAL

FAA APPROVED UNDER FAR 21 SUBPART J The Course Alexait Co. Delegation Option Authorization DOA-100129-CE

Date: 19 March 2001



23 FEBRUARY 2001

Revision 1 - 31 October 2002

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS, USA T182TPHUS-S7-01

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S7-1

BENDIX/KING KAP 140 SINGLE AXIS AUTOPILOT

Use the Log of Effective Pages to determine the current status of this supplement. Pages affected by the current revision are indicated by an asterisk (*) preceeding the page number.

Supplement Status Date
Original Issue 23 February 2001
Revision 1 31 October 2002

LOG OF EFFECTIVE PAGES

Page	Page Status	Revision Number
* Title (S7-1) * S7-1 thru S7-5	Revised	1
* S7-1 thru Ś7-5	Revised	1
S7-6 thru S7-7	Original Issue	0
* S7-8 thru S7-19	Revised	1
* S7-20	Added	1

APPROVED BY

FAA APPROVED UNDER FAR 21 SUBPART J
The George Aircraft Co.
Delegation Option Authorization DOA-160129-CH

DATE OF APPROVAL 10-31-02

S7-2 Revision 1

BENDIX/KING KAP 140 SINGLE AXIS AUTOPILOT

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

Number	<u>Title</u>	Airplane Serial Effectivity	Revision Incorporation	Incorporated In Airplane
KC-140-M1 (Honeywell Service Bulletin)	KAP 140 AP		Revision	



BENDIX/KING KAP 140 SINGLE AXIS AUTOPILOT

SECTION 1

GENERAL

The Bendix/King KAP 140 is an all-electric, single-axis (aileron control) autopilot system that provides lateral and directional control. Components are a computer, a turn coordinator, an aileron actuator, a course deviation indicator, and a directional indicator or HSI (if installed).

Roll and yaw motions of the airplane are sensed by the turn coordinator gyro. The computer computes the necessary correction and signals the actuator to move the ailerons to maintain the airplane in the commanded lateral attitude.

The KAP 140 will provide wing leveler, heading hold, NAV track, and approach and backcourse lateral modes.

A lockout device prevents autopilot engagement until the system has been successfully preflight tested. Automatic preflight self-test begins with initial power application to the autopilot.

The following conditions will cause the autopilot to disengage:

- A. Electric power failure.
- B. Internal autopilot system failure.
- C. Turn coordinator failure (flagged gyro).
- D. Computer autopilot monitor that detects the R (ROLL) axis annunciator.

The AVIONICS MASTER switch supplies power to the avionics bus bar at the radio circuit breakers and the autopilot circuit breaker. The AVIONICS MASTER switch also services as an emergency autopilot (AP) shutoff.

The following circuit breakers are used to protect the listed elements of the KAP 140 single axis autopilot:

LABEL	<u>FUNCTIONS</u>
AUTO PILOT	Supplies power to the KC 140 Computer and the autopilot.
WARN	Supplies power to the autopilot disconnect tone.

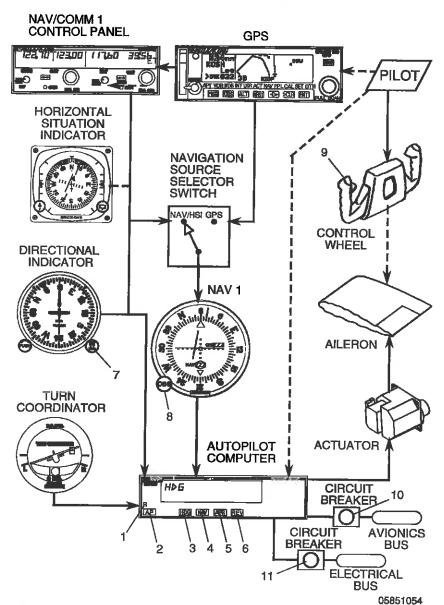
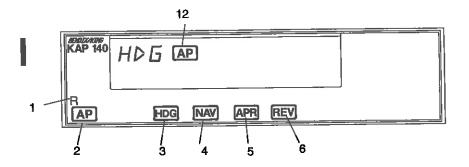


Figure 1. Bendix/King KAP 140 Single Axis Autopilot, Operating Controls and Indicators (Sheet 1 of 3)

Original Issue S7-7



- ROLL (R) AXIS ANNUNCIATOR -- When illuminated, indicates a failure in the roll axis and prevents engagement or disengages the autopilot.
- 2. AUTOPILOT ENGAGE/DISENGAGE (AP) BUTTON -- When pushed* or pressed and held (approx 0.25 seconds)**, engages autopilot if all preflight self test conditions are met. The autopilot will engage in the basic ROL mode which functions as a wings leveier. The AP button can also be used to disengage the autopilot.
- 3. HEADING (HDG) MODE SELECTOR BUTTON -- When pushed, will select the Heading mode, which commands the airplane to turn to and maintain the heading selected by the heading bug on the Directional Gyro or HSI (if installed). A new heading may be selected at any time and will result in the airplane turning to the new heading. The button can also be used to toggle between HDG and ROL modes. This button can also be used to engage the autopilot in HDG mode. For airplane serials T18208001 thru T18208160 not incorporating Honeywell Service Bulletin KC140-M1, this button will also engage the autopilot in HDG mode.
- * Airplane serials T18208001 thru T18208160 not incorporating Honeywell Service Bulletin KC140-M1.
- ** Airplane serials T18208001 thru T18208160 incorporating Honeywell Service Bulletin KC140-M1, and airplane serials T18208161 and on.

Figure 1. Bendix/King KAP 140 Single Axis Autopilot, Operating Controls and Indicators (Sheet 2 of 3)

- NAVIGATION (NAV) MODE SELECTOR BUTTON -- When pushed, will select the Navigation mode. This mode provides automatic beam capture and tracking of VOR, LOC, or GPS signals as selected for presentation on the NAV#1 CDI or HSI (if installed).
- 5. APPROACH (APR) MODE SELECTOR BUTTON When pushed, will select the Approach mode. This mode provides automatic beam capture and tracking of VOR, LOC, or GPS signals as selected for presentation on the NAV #1 CDI or HSI (if installed). The greater tracking sensitivity of the APR mode is recommended for instrument approaches.
- 6. BACK COURSE APPROACH (REV) MODE SELECTOR BUTTON -- This button is active only when the coupled navigation receiver is tuned to a LOC/ILS frequency. When pushed, it will select the Back Course (BC) approach mode. This mode functions indentically to the approach mode except that the autopilot response to LOC signals is reversed.
- 7. HEADING SELECT KNOB (HDG) -- Positions the heading pointer ("bug") on the compass card. Note that the position of the heading bug also provides course datum to the autopilot when tracking in NAV, APR, or REV (BC) modes. This is in addition to its more intuitive use in the HDG mode.
- 8. OMNI BEARING SELECT KNOB (OBS) -- Selects the desired course radial to be tracked by the autopilot. (Note that the HDG bug must also be positioned to the proper course to capture and track the selected radial).
- AUTOPILOT DISCONNECT (A/P DISC) SWITCH -- When depressed will disengage the autopilot. The autopilot disconnect will be annunciated by a continuous two-second tone accompanied by a flashing "AP" displayed on the autopilot computer.
- 10. AUTOPILOT CIRCUIT BREAKER -- A 5-amp circuit breaker supplying 28 VDC to the KAP 140 system.

Figure 1. Bendix/King KAP 140 Autopilot, Operating Controls and Indicators (Sheet 3 of 3)

Revision 1 S7-9

- 11. WARN C/B -- Power to the autopilot disconnect horn.
- 12. AUTOPILOT ENGAGE AP Annunciation** -- Illuminates whenever the autopilot is engaged. Flashes during pilot initiated or automatic disengagement.
- * Airplane serials T18208001 thru T18208160 not incorporating Honeywell Service Bulletin KC140-M1.
- ** Airplane serials T18208001 thru T18208160 incorporating Honeywell Service Bulletin KC140-M1, and airplane serials T18208161 and on.

SECTION 2 LIMITATIONS

The following autopilot limitations must be adhered to:

- 1. The autopilot must be OFF during takeoff and landing.
- 2. During autopilot operation, the pilot, with seat belt fastened, must be seated in the left front seat.
- Continued autopilot system use is prohibited following abnormal or malfunctioning operation, and prior to corrective maintenance.
- 4. The entire PREFLIGHT procedure, outlined under Section 4, including steps 1 through 6, must be successfully completed prior to each flight. Use of the autopilot is prohibited prior to completion of these tests.
- 5. KMÅ 28 audio amplifier PUSH OFF/EMG operation is prohibited during normal operations.

NOTE

During emergency operation of the audio amplifier, the PUSH OFF/EMG state of the KMA 28 will prevent flight control system alerts from being heard.

SECTION 3 EMERGENCY PROCEDURES

The two step procedure listed under paragraph 1 should be among the basic airplane emergency procedures that are committed to memory. It is important that the pilot be proficient in accomplishing both steps without reference to this manual.

- 1. In case of Autopilot malfunction (accomplish Items a. and b. simultaneously):
 - a. Airplane Control Wheel -- GRASP FIRMLY and regain aircraft control.
 - b. A/P DISC Switch -- PRESS and HOLD throughout recovery.

NOTE

The AVIONICS MASTER switch may be used as an alternate means of removing power from the autopilot. In addition to the above, power may be removed with the Engage/Disengage button or the airplane MASTER switch. If necessary perform steps a. and b. above, then turn off the AVIONICS MASTER switch. Primary attitude, airspeed, directional and altitude control instruments will remain operational with either master switch OFF.

WARNING

- DO NOT ATTEMPT TO RE-ENGAGE THE AUTOPILOT FOLLOWING AN AUTOPILOT MALFUNCTION.
- PILOT • THE ΙN COMMAND MUST CONTINUOUSLY MONITOR THE AUTOPILOT WHEN IT IS ENGAGED, AND BE PREPARED TO DISCONNECT THE AUTOPILOT AND TAKE **IMMEDIATE CORRECTIVE ACTION - INCLUDING** MANUAL CONTROL OF THE AIRPLANE AND/OR PERFORMANCE OF EMERGENCY PROCEDURES - IF AUTOPILOT OPERATION IS NOT AS EXPECTED OR IF AIRPLANE CONTROL IS NOT MAINTAINED.

AMPLIFIED EMERGENCY PROCEDURES

The following paragraphs are presented to supply additional information for the purpose of providing the pilot with a more complete understanding of the recommended course of action for an emergency situation.

WARNING

DO NOT ATTEMPT TO RE-ENGAGE THE AUTOPILOT FOLLOWING AN AUTOPILOT MALFUNCTION UNTIL CORRECTIVE SERVICE ACTION HAS BEEN PERFORMED ON THE SYSTEM.

An autopilot malfunction occurs when there is an uncommanded deviation in the airplane flight path or when there is abnormal control wheel movement. The main concern in reacting to an autopilot malfunction, or to an automatic disconnect of the autopilot, is in maintaining control of the airplane. Immediately grasp the control wheel and press and hold down the A/P DISC switch throughout the recovery. Manipulate the controls as required to safely maintain operation of the airplane within all of its operating limitations. The AVIONICS MASTER switch may be used as required to remove all power from the Autopilot. With the AVIONICS MASTER switch off, all flight instruments will remain operational; however, communications, navigation, and identification equipment will be inoperative.

Note that the emergency procedure for any malfunction is essentially the same: immediately grasp the control wheel and regain airplane control while pressing and the holding the A/P DISC switch down.

It is important that all portions of the autopilot system are preflight tested prior to each flight in accordance with the procedures published herein in order to assure their integrity and continued safe operation during flight.

A flashing mode annunciation on the face of the autopilot is normally an indication of mode loss.

NOTE

An exception to this is HDG annunciation which will flash for 5 seconds along with steady NAVARM, APRARM, or REVARM annunciation to remind the pilot to set the HDG bug for course datum use.

- Flashing HDG -- Indicates a failed heading. PRESS HDG button to terminate flashing. ROL will be displayed.
- Flashing NAV, APR or REV -- Indicates a flagged navigation source. If no NAV source is flagged, a failed heading mode can be the cause. PRESS NAV, APR or REV button to terminate flashing. ROL will be displayed.

NOTE

At the onset of mode annunciator flashing, the autopilot has already reverted to a default mode of operation, (i.e., ROL mode). An immediate attempt to reengage the lost mode may be made if the offending navigation flag has cleared.

Effects of instrument losses upon autopilot operation:

- Loss of the artificial horizon -- no effect on the autopilot.
- 2. Loss of the turn coordinator -- autopilot inoperative.
- 3. Loss of the Directional Gyro (DG) -- The directional gyro does not provide any system valid flag. If the DG fails to function properly the autopilot heading and navigation mode will not function correctly. Under these conditions, the only useable lateral mode is ROL.
- 4. Loss of Horizontal Situation Indicator (HSI) (if installed) -- If the HSI fails to function properly the autopilot heading and navigation mode will not function correctly. Under these conditions, the only usable lateral mode is ROL.

Revision 1 S7-13

SECTION 4 NORMAL PROCEDURES

PREFLIGHT (PERFORM PRIOR TO EACH FLIGHT):

- GYROS -- Allow time for the turn coordinator to come up to speed, as evidenced by the turn coordinator flag being pulled from view.
- 2. AVIONICS MASTER -- ON.
- 3. POWER APPLICATION AND SELF TEST

A self test is performed upon power application to the computer. This test is a sequence of internal checks that validate proper system operation prior to allowing normal system operation. The sequence is indicated by "PFT" (preflight test) with an increasing number for the sequence steps. Successful completion of self test is identified by all display segments being illuminated (Display Test) and the disconnect tone sounding.

4. AUTOPILOT -- ENGAGE by pressing AP button.

5. FLIGHT CONTROLS -- MOVE left and right to verify that the autopilot can be overpowered.

NOTE

Normal use will not require the autopilot to be overpowered.

6. A/P DISC Switch -- PRESS. Verify that the autopilot disconnects and tone sounds.

BEFORE TAKEOFF:

1. Autopilot -- OFF.

AUTOPILOT ENGAGEMENT:

 AP Button -- PRESS. Note ROL annunciator on. If no other modes are selected the autopilot will operate in the ROL mode.

NOTE

Aircraft heading may change in ROL mode due to turbulence.

AUTOPILOT ENGAGEMENT:

 AP Button -- PRESS. Note ROL annunciator on. If no other modes are selected the autopilot will operate in the ROL mode.

NOTE

Aircraft heading may change in ROL mode due to turbulence.

HEADING HOLD

- 1. Heading Selector Knob -- SET bug to desired heading.
- HDG Mode Selector Button -- PRESS. Note HDG mode annunciator ON. Autopilot will automatically turn the aircraft to the selected heading.

COMMAND TURNS (HEADING HOLD MODE ENGAGED)

 Heading Selector Knob -- MOVE bug to the desired heading. Autopilot will automatically turn the aircraft to the new selected heading.

NAV COUPLING

- When equipped with DG:
 - a. NAV#1 OBS Knob -- SELECT desired course.
 - b. NAV Mode Selector Button -- PRESS. Note NAVARM annunciated.
 - c. Heading Selector Knob -- ROTATE BUG to agree with OBS course.

NOTE

When NAV is selected, the autopilot will flash HDG for 5 seconds to remind the pilot to reset the HDG bug to the OBS course. If HDG mode was in use at the time of NAV button selection, a 45° intercept angle will then be automatically established based on the position of the bug.

NOTE

All angle intercepts compatible with radar vectors may be accomplished by selecting ROL mode <u>PRIOR</u> to pressing the NAV button. The HDG bug must still be positioned to agree with the OBS course to provide course datum to the autopilot when using a DG (Directional Gyro).

- If the CDI needle is greater than 2 to 3 dots from center, the autopilot will annunciate NAV_{ARM}. When the computed capture point is reached, the ARM annunciator will go out and the selected course will be automatically captured and tracked.
- 2) If the CDI needle is less than 2 to 3 dots from center, the HDG mode will disengage upon selecting NAV mode. The NAV annunciator will then illuminate and the capture/track sequence will automatically begin.
 - 2. When equipped with HSI:
 - a. Course Bearing Pointer SET to desired course.
 - b. Heading Selector Knob -- **SET BUG** to provide desired intercept angle and engage HDG mode.
 - c. NAV Mode Selector Button -- PRESS.
 - If the Course Deviation Bar (D-Bar) is greater than 2 to 3 dots from center, the autopilot will annunciate NAV_{ARM}. When the computed capture point is reached the ARM annunciator will go out and the selected course will be automatically captured and tracked.
 - 2) If the D-Bar is less than 2 to 3 dots from center, the HDG mode will disengage upon selecting NAV mode; the NAV annunciator will illuminate and the capture/track sequence will automatically begin.

APPROACH (APR) COUPLING: (To enable glideslope coupling on an ILS and more precise tracking on instrument approaches).

- 1. When equipped with DG:
 - a. NAV #1 OBS Knob -- SELECT desired approach course. (For a localizer, set it to serve as a memory aid.)
 - APR Mode Selector Button -- PRESS. Note APRARM annunciated.
 - c. Heading Selector Knob **ROTATE BUG** to agree with desired approach.

NOTE

When APR is selected, the autopilot will flash HDG for 5 seconds to remind the pilot to reset the HDG bug to the approach course. If HDG mode was in use at the time of APR button selection a 45° intercept angle will then be automatically established based on the position of the bug.

NOTE

All angle intercepts compatible with radar vectors may be accomplished by selecting ROL mode <u>PRIOR</u> to pressing the APR button. The HDG bug must still be positioned to agree with the desired approach course to provide course datum to the autopilot when using a DG.

If the CDI needle is greater than 2 to 3 dots from center,
 the autopilot will annunciate APR_{ARM}; when the computed capture point is reached the ARM annunciator will go out and the selected course will be automatically captured and tracked.

Revision 1 S7-17

- 2) If the CDI needle is less than 2 to 3 dots from center, the HDG mode will disengage upon selecting APR mode; the APR annunciator will illuminate and the capture/track sequence will automatically begin.
 - 2. When equipped with HSI:
 - a. Course Bearing Pointer -- SET to desired course.
 - b. Heading Selector Knob -- **SET BUG** to provide desired intercept angle.
 - c. APR Mode Selector Button -- PRESS.
 - If the D-Bar is greater than 2 to 3 dots from center, the autopilot will annunciate APR_{ARM}; when the computed capture point is reached the ARM annunciator will go out and the selected course will be automatically captured and tracked.
 - 2) If the D-Bar is less than 2 to 3 dots from center, the HDG mode will disengage upon selecting APR mode; the APR annunciator will illuminate and the capture/track sequence will automatically begin.
 - d. Airspeed -- MAINTAIN 90 KIAS during autopilot approaches (recommended).

BACK COURSE (REV) APPROACH COUPLING (i.e., reverse localizer):

- 1. When equipped with DG:
 - a. NAV #1 OBS Knob -- SELECT the localizer course to the front course inbound (as a memory aid).
 - b. REV Mode Selector Button -- PRESS.
 - c. Heading Selector Knob -- ROTATE BUG to the heading corresponding to the localizer front course bound.

S7-18 Revision 1

NOTE

- When REV is selected, the autopilot will flash HDG for 5 seconds to remind the pilot to reset the HDG bug to the localizer <u>FRONT COURSE INBOUND</u> heading. If heading mode was in use at the time of REV button selection, a 45° intercept angle will then be automatically established based on the position of the bug.
- All angle intercepts compatible with radar vectors may be accomplished by selecting ROL mode <u>PRIOR</u> to pressing the REV button. The HDG bug must still be positioned to the localizer <u>FRONT</u> <u>COURSE INBOUND</u> heading to provide course datum to the autopilot when using a DG.
- If the CDI needle is greater than 2 to 3 dots from center, the autopilot will annunciate REV_{ARM}; when the computed capture point is reached the ARM annunciator will go out and the selected back course will be automatically captured and tracked.
- 2) If the CDI needle is less than 2 to 3 dots from center, the HDG mode will disengage upon selecting REV mode; the REV annunciator will illuminiate and the capture/track sequence will automatically begin.

2. When equipped with HSI:

- a. Course Bearing Pointer -- SET to the ILS <u>front course inbound</u> heading.
- b. Heading Selector Knob -- **SET BUG** to provide desired intercept angle and engage HDG mode.
- c. REV Mode Selector Button -- PRESS.
 - If the D-Bar is greater than 2 to 3 dots from center, the autopilot will annunciate REV_{ARM}; when the computed capture point is reached the ARM annunciator will go out and the selected back course will be automatically captured and tracked.

- 2) If the D-Bar is less than 2 to 3 dots from center, the HDG mode will disengage upon selecting REV mode; the REV annunciator will illuminate and the capture/track sequence will automatically begin.
- d. Airspeed -- MAINTAIN 90 KIAS during autopilot approaches (recommended).

MISSED APPROACH

- A/P DISC -- PRESS to disengage AP.
- 2. MISSED APPROACH -- EXECUTE.
- AP Button -- PRESS (if AP operation is desired). Note ROL annunciator ON. Select optional lateral modes as desired.

BEFORE LANDING

A/P DISC Switch -- PRESS to disengage AP.

SECTION 5 PERFORMANCE

There is no change to the airplane performance when the KAP140 Autopilot is installed.

S7-20 Revision 1



Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T AIRPLANES T18208001 AND ON

SUPPLEMENT 9

DAVTRON MODEL 803 CLOCK / O.A.T.

SERIAL NO	
REGISTRATION NO.	

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the Clock/O.A.T. is installed.

FAA APPROVAL

FAA APPROVED UNDER FAR 21 SUBPART J The Casene Aircraft Co. Defeation Option Authorization DOA-100128-CI

Date: 19 March 2001

Member of GAMA
23 February 2001

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T182TPHUS-S9-00

S9-1

DAVTRON MODEL 803 CLOCK/O.A.T.

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the Supplement. Pages which are affected by the current revision will carry the date of that revision

Revision	<u>Level</u>	<u>Date</u>	of	<u>Issue</u>

0 (Original) Feb. 23, 2001

LOG OF EFFECTIVITY PAGES

PAGE	DATE	PAGE	DATE
Title (S9-1)	Feb 23/01	S9-4	Feb 23/01
S9-2	Feb 23/01	S9-5	Feb 23/01
S9-3	Feb 23/01	S9-6	Feb 23/01

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

Number 1	Γitle	Airplane Unit Effectivity	Revision Incorporation	Incorporated In Airplane
144111001	11110			

DIGITAL CLOCK/O.A.T.

SECTION 1 GENERAL

The Davtron Model 803 digital clock combines the features of a clock, outside air temperature gauge (O.A.T.) and voltmeter in a single unit. The unit is designed for ease of operation with a three button control system. The upper button is used to control sequencing between temperature and voltage. The lower two buttons control reading and timing functions related to the digital clock. Temperature and voltage functions are displayed in the upper portion of the unit's LCD window, and clock/timing functions are displayed in the lower portion of the unit's LCD window.

The digital display features an internal light (back light) to ensure good visibility under low cabin lighting conditions and at night. The intensity of the back light is controlled by the PANEL LT rheostat. In addition, the display incorporates a test function which allows checking that all elements of the display are operating.

SECTION 2 LIMITATIONS

There is no change to the airplane limitations when the digital clock/O.A.T. is installed.

SECTION 3 EMERGENCY PROCEDURES

There is no change to the airplane emergency procedures when the digital clock/O.A.T. is installed.

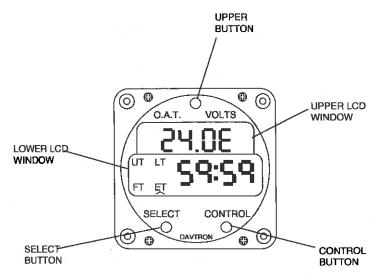


Figure 1. Davtron Model 803 Digital Clock

SECTION 4 NORMAL PROCEDURES

TEST MODE

The unit may be tested by holding the SELECT button down for three seconds. Proper operation is indicated by the display 88:88 and activation of all four annunciators.

O.A.T. / VOLTMETER OPERATION

The upper portion of the LCD window is dedicated to O.A.T. and voltmeter operations. The voltmeter reading is preselected upon startup and is indicated by an "E" following the display reading. Pushing the upper button will sequence the window from voltage to fahrenheit ("F") to centigrade ("C"), and back again to voltage.

CLOCK OPERATIONS

The lower portion of the LCD window is dedicated to clock and timing operations. Pushing the SELECT button will sequence the window from universal time (UT) to local time (LT) to flight time (FT) to elapsed time (ET), and back again to universal time. Pushing the CONTROL button allows for timing functions within the four SELECT menus. Setting procedures are as follows:

SETTING UNIVERSAL TIME

Use the SELECT button to select universal time (UT). Simultaneously press both the SELECT and the CONTROL buttons to enter the set mode. The tens of hours digit will start flashing. The CONTROL button has full control of the flashing digit, and each button push increments the digit. Once the tens of hours is set the SELECT button selects the next digit to be set. After the last digit has been selected and set with the CONTROL button, a final push of the SELECT button exits the set mode. The lighted annunciator will resume its normal flashing, indicating the clock is running in universal time mode.

SETTING LOCAL TIME

Use the SELECT button to select local time (LT). Simultaneously press both the SELECT and the CONTROL buttons to enter the set mode. The tens of hours digit will start flashing. The set operation is the same as for UT, except that minutes are already synchronized with the UT clock and cannot be set in local time.

FLIGHT TIME RESET

Use the SELECT button to select flight time (FT). Hold the CONTROL button down for 3 seconds, or until 99:59 appears on the display. Flight time will be zeroed upon release of the CONTROL button.

SETTING FLIGHT TIME FLASHING ALARM

Use the SELECT button to select flight time (FT). Simultaneously press both the SELECT and the CONTROL buttons to enter the set mode. The tens of hours digit will start flashing. The set operation is the same as for UT. When actual flight time equals the alarm time, the display will flash. Pressing either the SELECT or CONTROL button will turn the flashing off and zero the alarm time. Flight time is unchanged and continues counting.

SETTING ELAPSED TIME COUNT UP

Use the SELECT button to select elapsed time (ET). Press the CONTROL button and elapsed time will start counting. Elapsed time counts up to 59 minutes, 59 seconds, and then switches to hours and minutes. It continues counting up to 99 hours and 59 minutes. Pressing the CONTROL button again resets elapsed time to zero.

SETTING ELAPSED TIME COUNT DOWN

Use the SELECT button to select Elapsed Time (ET). Simultaneously press both the SELECT and the CONTROL buttons to enter the set mode. The tens of hours digit will start flashing. The set operation is the same as for UT, and a count down time can be set from a maximum of 59 minutes and 59 seconds. Once the last digit is set, pressing the SELECT button exits the set mode and the clock is ready to start the countdown. Pressing the CONTROL button now will start the countdown. When countdown reaches zero, the display will flash. Pressing either the SELECT or CONTROL button will reset the alarm. After reaching zero, the elapsed time counter will count up.

BUTTON SELECT DISABLE

When there is no airplane power applied to the unit, the CONTROL and SELECT buttons are disabled.

SECTION 5 PERFORMANCE

There is no change to the airplane performance when this equipment is installed. However, installation of this OAT probe will result in a minor reduction in cruise performance.

S9-6 Feb 23/01



Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T AIRPLANES T18208001 AND ON

SUPPLEMENT 13

BENDIX/KING KCS-55A SLAVED COMPASS SYSTEM
WITH KI-525A
HORIZONTAL SITUATION INDICATOR (HSI)

SERIAL NO.
REGISTRATION NO

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when Horizontal Situation Indicator is installed.

FAA APPROVAL

FAA APPROVED UNDER FAR 21 SUBPORT 3
The Commo Aircraft Co.
Detegration Option Authorization DOA-100129-Ci
Michael V. Walding
Executive Engineer

Date: 19 March 2001

Member of GAMA
23 February 2001

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S13-1

BENDIX/KING KCS-55A SLAVED COMPASS SYSTEM WITH KI-525A HORIZONTAL SITUATION INDICATOR (HSI)

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the Supplement. Pages which are affected by the current revision will carry the date of that revision

Revision Level	Date of Issue
0 (Original)	Feb. 23, 2001

LOG OF EFFECTIVITY PAGE

PAGE	DATE	PAGE	DATE
Title (S13-1)	Feb 23/01	S13-5	Feb 23/01
S13-2	Feb 23/01	S13-6	Feb 23/01
S13-3	Feb 23/01	S13-7	Feb 23/01
S13-4	Feb 23/01	S13-8	Feb 23/01

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

		Airplane		
		Unit	Revision	Incorporated
<u>Number</u>	<u>Title</u>	Effectivity	<u>Incorporation</u>	<u>In Airplane</u>

BENDIX/KING KCS-55A SLAVED COMPASS SYSTEM WITH KI-525A HORIZONTAL SITUATION INDICATOR (HSI)

SECTION 1 GENERAL

The Bendix/King KCS-55A Slaved Compass System with KI-525A HSI Indicator is an additional navigation indicator option. The KCS-55A compass system includes a slaving control and compensator unit, magnetic slaving transmitter and a remote directional gyro. The information obtained from the KCS-55A compass system is displayed on the KI-525A Indicator.

The panel-mounted KI-525A indicator combines the display functions of both the standard Directional Gyro (Heading Indicator) and the Course Deviation Indicator's VOR/LOC/Glideslope information to provide the pilot with a single visual presentation of the complete horizontal navigation situation.

This system also incorporates a slaving accessory and compensator unit. This unit indicates any difference between the displayed heading and the magnetic heading. Up deflection indicates a clockwise error of the compass card. Down deflection indicates a counterclockwise error of the compass card. Whenever the aircraft is in a turn and the compass card rotates, it is normal for this meter to show a full deflection to one side or the other.

Feb 23/01 S13-3

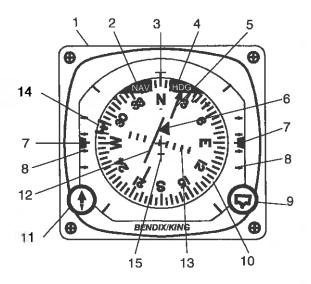


Figure 1. Horizontal Situation Indicator System (Sheet 1 of 2)

- HORIZONTAL SITUATION INDICATOR (HSI) -- Provides a
 pictorial presentation of aircraft deviation relative to VOR/GPS
 radials and localizer beams. It also displays glide slope
 deviations and gives heading reference with respect to
 magnetic north. The gyro is remote-mounted and electricdriven
- NAV FLAG -- Flag is in view when the NAV receiver signal is inadequate.
- HEADING REFERENCE (LUBBER LINE) -- Magnetic heading appears under this line when the compass card is slaved or slewed to the aircraft's magnetic heading.
- 4. HEADING WARNING FLAG (HDG) -- When flag is in view, the heading display is invalid.
- COURSE SELECT POINTER -- Indicates VOR/Localizer or GPS course on the compass card. The selected VOR radial or localizer heading remains set on the compass card when the compass card rotates.

S13-4 Feb 23/01

- TO/FROM INDICATOR -- Indicates direction of VOR station relative to the selected course. Displays TO when a LOC frequency is selected.
- 7. DUAL GLIDE SLOPE POINTERS -- Displays deviation of airplane from an ILS glideslope. Full scale deflection of the glideslope pointers represents ±0.7 degrees. Pointers will be out of view if an invalid glideslope signal is received.
- GLIDE SLOPE SCALES -- Indicates displacement from glide slope beam center. A glide slope deviation bar displacement of 2 dots represents full-scale (0.7°) deviation above or below glide slope beam centerline.
- HEADING SELECTOR KNOB ()-- Positions the heading bug on compass card by rotating the heading selector knob. The bug rotates with the compass card.
- 10. COMPASS CARD -- Rotates to display heading of airplane with reference to lubber line on HSI.
- 11. COURSE SELECTOR KNOB (♠)-- Positions the course bearing pointer on the compass card by rotating the course selector knob.
- 12. COURSE DEVIATION BAR (D-BAR) The center portion of the omni bearing pointer moves laterally to pictorially indicate the relationship of airplane to the selected course. It indicates degrees of angular displacement from VOR radials and localizer beams, or displacement in nautical miles from GPS desired course.
- 13. COURSE DEVIATION SCALE -- A course deviation bar displacement of 5 dots represents full scale (VOR = ±10°, LOC = ±2-1/2°, GPS = 5nm enroute, GPS APR = .3nm) deviation from beam centerline.
- 14. HEADING BUG -- Moved by () knob to select desired heading.
- 15. SYMBOLIC AIRCRAFT -- Provides pictorial presentation of the airplane position and intercept angle relative to selected VOR Radial or localizer course.

Figure 1. Horizontal Situation Indicator System (Sheet 2 of 2)

Feb 23/01

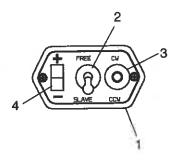


Figure 2. KA-51B Slaving Accessory and Compensator Unit

- 1. KA-51B SLAVING ACCESSORY AND COMPENSATOR UNIT -- Controls the KCS-55A Compass System.
- MANUAL/AUTOMATIC (FREE/SLAVE) COMPASS SLAVE SWITCH -- Selects either the manual or automatic slaving mode for the Compass System.
- CW/CCW COMPASS MANUAL SLAVE SWITCH -- With the manual/automatic compass slave switch in the FREE position, allows manual compass card slaving in either the clockwise or counterclockwise direction. The switch is spring loaded to the center position.
- 4. SLAVING METER -- Indicates the difference between the displayed heading and the magnetic heading. Up deflection indicates a clockwise error of the compass card. Down deflection indicates a counterclockwise error of the compass card.

SECTION 2 LIMITATIONS

There is no change to the airplane limitations when this instrument is installed.

SECTION 3 EMERGENCY PROCEDURES

There is no change to the airplane emergency procedures when this instrument is installed.

SECTION 4 NORMAL PROCEDURES

CAUTION

ELECTRICAL POWER MUST BE SUPPLIED TO THIS INSTRUMENT FOR PROPER FUNCTIONING. ABSENCE OF WHICH WILL RESULT IN UNRELIABLE HEADING INFORMATION.

Normal procedures for operation of this system differ little from those required for the more conventional Course Deviation Indicators. However, several small differences are worth noting.

The rectilinear movement of the course deviation bar in combination with the rotation of the compass card in response to heading changes, provides an intuitive picture of the navigation situation at a glance when tuned to an omni station. When tuned to a localizer frequency, the course select pointer <u>must</u> be set to the inbound front course for <u>both</u> front and back-course approaches to retain this pictorial presentation.

For normal procedures with autopilots, refer to the Autopilot Supplements in the Supplement section of this handbook. A description of course datum and autopilot procedures for course datum are incorporated in the appropriate autopilot supplements.

SECTION 5 PERFORMANCE

There is no change to the airplane performance when this instrument is installed.

SUPPLEMENT **REVISION**

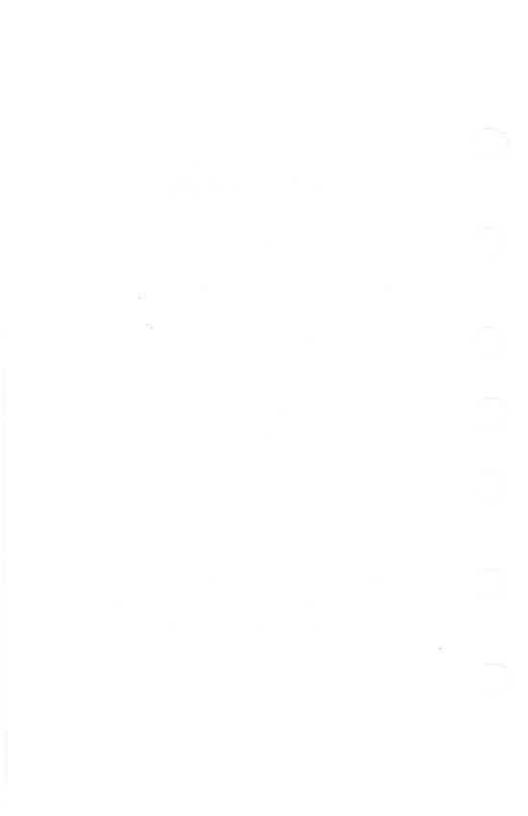
MODEL T182T

PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL

REVISION 1 28 JUNE 2002

PART NUMBER: T182TPHUS-S15-01

INSERT THE FOLLOWING PAGES INTO
THE SUPPLEMENT SECTION OF THE PILOT'S
OPERATING HANDBOOK





Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T AIRPLANES T18208001 AND ON

SUPPLEMENT 15

BENDIX/KING KAP 140 2 AXIS AUTOPILOT

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the KAP 140 2 Axis Autopilot System is installed.

FAA APPROVAL

PMA APPROVED UNDER FAR 21 SUBPART J The Geema Aircraft Co. Delegation Option Authorization DOA-100129-Cl

Mila 10 Hally

Executive Engineer

Date: 19 March 2001

Member of GAMA
23 February 2001

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T182TPHUS-S15-01

Revision 1 - 28 June 2002

S15-1

BENDIX/KING KAP 140 2 AXIS AUTOPILOT

Use the Log of Effective Pages to determine the current status of this supplement. Pages affected by the current revision are indicated by an asterisk (*) preceding the page number.

Supplement Status

Date

Original Issue Revision 1 23 February 2001 28 June 2002

LOG OF EFFECTIVE PAGES

Page	Page Status	Revisior Number
* Title (S15-1) * S15-2 thru S15-3 * S15-3/S15-4 * S15-5 thru S15-13 S15-14 thru S15-19 * S15-20 * S15-20A * S15-20B * S15-21 S15-22 * S15-23	Revision Revision Revision Revision Original Issue Revision Added Added Revision Original Issue	1 1 1 0 1 1 1 1
S15-24 thru S15-26 * S15-27 thru S15-32	Original Issue Revision	0

APPROVED BY

FAA APPROVED UNDER FAR 21 SUBFART J
The Geens Anzait Co.
Delegation Option Authorization DOA-100129-CE
Winter Nation
Executive Engineer

DATE OF APPROVAL 28 JUNE 2002

SUPPLEMENT 15

BENDIX/KING KAP 140 2 AXIS AUTOPILOT

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active

Number	<u>Title</u>	Airplane Serial Effectivity	Revision Incorporation	Incorporated In Airplane
KC-140-M1 (Honeywell Service Bulletin)	KAP 140 AP		Revision 1	

SUPPLEMENT

BENDIX/KING KAP 140 2 AXIS AUTOPILOT

SECTION 1 GENERAL

The KAP 140, 2 Axis Autopilot provides the pilot with the following features: Vertical Speed mode (VS); Altitude hold (ALT); Wing Level (ROL); Heading select (HDG); Approach (APR); ILS coupling to Localizer (LOC) and Glideslope (GS); and backcourse (REV) modes of operation. The optional KAP 140, 2 Axis Autopilot with Altitude Preselect (if installed) adds Altitude Alerter and Altitude Preselect capabilities.

The KAP 140, 2 Axis Autopilot has an electric trim system which provides autotrim during autopilot operation and manual electric trim (MET) for the pilot when the autopilot is not engaged. The electric trim system is designed to be fail safe for any single inflight trim malfunction. Trim faults are visually and aurally annunciated.

A lockout device prevents autopilot or MET engagement until the system has successfully passed preflight self test. Automatic preflight self-test begins with initial power application to the autopilot.

The following conditions will cause the Autopilot to disengage:

- A. Electric Power failure.
- B. Internal Autopilot System failure.

- C. Pitch accelerations in excess of +1.4g or less than +0.6g only when produced by a failure causing servo runaway. The pilot cannot maneuver the aircraft and trip the monitor.
- D. Turn Coordinator failure (small square red flag visible on instrument).
- E. Computer autopilot monitor that detects either the R (ROLL) or P (PITCH) axis annunciator.

Activation of A/P DISC/TRIM INT control wheel switch will also disconnect the autopilot.

The AVIONICS MASTER switch supplies power to the avionics bus bar of the radio circuit breakers and the autopilot circuit breaker. The AVIONICS MASTER switch also serves as an emergency AP/MET shutoff.

The following circuit breakers are used to protect the KAP 140 2-Axis Autopilot:

LABEL	<u>FUNCTIONS</u>
AUTO PILOT	Pull-off circuit breaker supplies power to the KC 140 Computer and the autopilot pitch, roll and pitch trim servos.
WARN	Supplies separate power for autopilot alerting (PITCH TRIM) on the airplane's annunciator panel.

S15-6 Revision 1

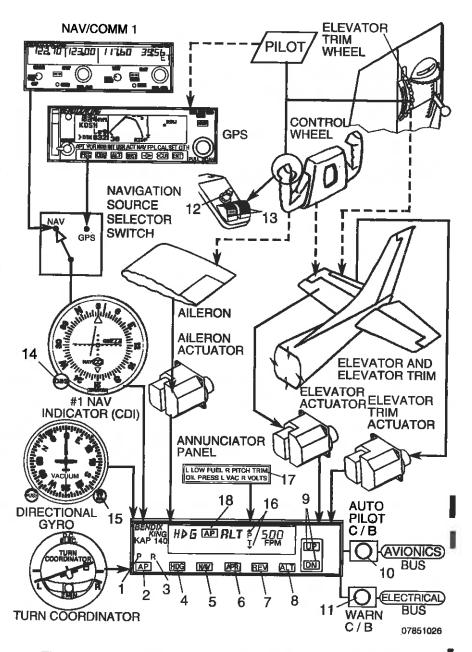
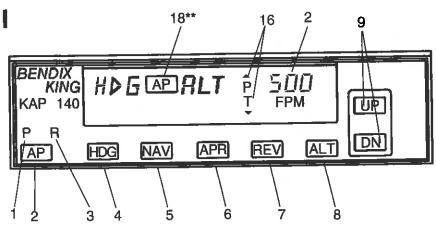


Figure 1. Bendix/King 2-Axis KAP 140 Autopilot Schematic



KAP 140 WITHOUT ALTITUDE PRESELECT

- 1 PITCH AXIS (P) ANNUNCIATOR -- When illuminated, indicates failure of pitch axis and will either disengage the autopilot or not allow engagement of the pitch axis. In turbulent air, will illuminate during abnormal vertical/accelerations.
- 2. AUTOPILOT ENGAGE/DISENGAGE (AP) BUTTON -- When pushed*, or pressed and held (approx. 0.25 seconds)**, engages autopilot if all preflight self-test conditions are met. The autopilot will engage in the basic roll (ROL) mode which functions as a wing leveler and the pitch axis vertical speed (VS) mode. The commanded vertical speed will be displayed in the upper right corner of autopilot display area. The captured VS will be the vertical speed present at the moment the AP button is pressed. The button may also be used to disengage the autopilot.
- 3. ROLL AXIS (R) ANNUNCIATOR -- When illuminated, indicates failure of the roll axis and disengages the autopilot.
- * Airplane serials T18208001 thru T18208160 not incorporating Honeywell Service Bulletin KC140-M1.
- ** Airplane serials T18208001 thru T18208160 incorporating Honeywell Service Bulletin KC140-M1, and airplane serials T18208161 and on.

Figure 2. Bendix/King 2-Axis KAP 140 Autopilot , Operating Controls and Indicators (Sheet 1 of 4)

- 4. HEADING (HDG) MODE SELECTOR BUTTON -- When pushed, will select the Heading mode, which commands the airplane to turn to and maintain the heading selected by the heading bug on the Directional Gyro. A new heading may be selected at any time and will result in the airplane turning to the new heading. The button can also be used to toggle between HDG and ROL modes. For airplane serials T18208001 thru T18208160 not incorporating Honeywell Service Bulletin KC140-M1, this button can also be used to engage the autopilot in HDG mode.
- NAVIGATION (NAV) MODE SELECTOR BUTTON -- When pushed, will select the Navigation mode. This mode provides automatic beam capture and tracking of VOR, LOC, or GPS signals as selected for presentation on the #1 CDI. NAV mode is recommended for enroute navigation tracking.
- 6. APPROACH (APR) MODE SELECTOR BUTTON -- When pushed, will select the Approach mode. This mode provides automatic beam capture and tracking of VOR, GPS, LOC and Glideslope (GS) on an ILS, as selected for presentation on #1 CDI. APR mode tracking sensitivity is recommended for instrument approaches.
- 7. BACK COURSE APPROACH (REV) MODE BUTTON -- This button is active only when the coupled navigation receiver is tuned to a LOC/ILS frequency. When pushed will select the Back Course approach mode. This mode functions identically to the approach mode except that the autopilot response to LOC signals is reversed. Glideslope is locked out with REV mode.
- 8. ALTITUDE HOLD (ALT) MODE SELECT BUTTON -- When pushed, will select the altitude hold mode. This mode provides capture and tracking of the selected altitude. The selected altitude is the airplane altitude at the moment the ALT button is pressed. If the ALT button is pressed with an established VS rate present, there will be about a 10% (of VS rate) overshoot. The airplane will return positively to the selected altitude. For airplane serials T18208001 thru T18208160 not incorporating Honeywell Service Bulletin KC140-M1, this button may be used to engage the autopilot in ALT mode.

Figure 2. Bendix/King 2-Axis KAP 140 Autopilot, Operating Controls and Indicators (Sheet 2)

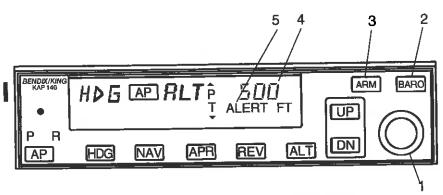
- 9. VERTICAL SPEED (UP/DN) MODE BUTTONS The action of these buttons depends on the vertical mode present when pressed. If VS mode is active (AP plus any lateral mode) and the UP button is pressed, the autopilot will modify the displayed VS command (FPM) in the up direction. Single momentary cycles on either the UP or DN button will increment the VS command by 100 FPM per cycle. When either button is continuously held in, it will modify the vertical speed command by 300 fpm per second.
 - If ALT mode is active, pressing the UP/DN buttons will modify the captured altitude by 20 feet per cycle, or if held continuously will command the airplane up or down at the rate of 500 FPM, synchronizing the ALT reference to the actual airplane altitude upon button release.
- 10. AUTO PILOT CIRCUIT BREAKER -- A 5-amp pull-off circuit breaker supplying 28 VDC to the KAP 140 system.
- 11. WARN C/B -- Power to the autopilot disconnect horn and the ship's annunciator panel (PITCH TRIM).
- 12. AUTOPILOT DISCONNECT (A/P DISC/TRIM INT) SWITCH --When depressed will disengage the autopilot and interrupt manual electric trim (MET) power. An autopilot disconnect will be annunciated by a continuous 2 second tone accompanied by flashing "AP" annunciations on the autopilot computer.
- 13. MANUAL ELECTRIC TRIM (MET) SWITCHES -- When both switches are pressed in the same direction, will activate pitch trim in the selected direction. Use of manual electric trim during autopilot operation will disengage the autopilot.

Figure 2. Bendix/King 2-Axis KAP 140 Autopilot, Operating Controls and Indicators (Sheet 3)

S15-10 Revision 1

- 14. OMNI BEARING SELECT (OBS) KNOB -- Selects the desired course to be tracked by the autopilot. (Note: The HDG bug must also be positioned to the proper course to capture and track the selected radial or desired track).
- 15. HEADING SELECT KNOB (HDG) -- Positions the heading pointer ("bug") on the compass card. Note that the position of the heading bug also provides course datum to the autopilot when tracking in NAV, APR, or REV (BC) modes. This is in addition to its more intuitive use in the HDG mode.
- 16. PITCH TRIM (PT) Annunciator -- Indicates the direction of required pitch trim. The annunciation will flash if auto trim has not satisfied the request for trim for a period of 10 seconds. A solid ^P_T without an arrowhead is an indication of a pitch trim fault. Refer to the EMERGENCY PROCEDURES for proper response to a pitch trim fault.
- 17. PITCH TRIM Annunciation (located on instrument panel or glareshield) -- Illuminates whenever the automated preflight self test detects a pitch trim fault or the continuous monitoring system detects a pitch trim fault in flight. Refer to the EMERGENCY PROCEDURES for proper response to a pitch trim fault.
- **18. AUTOPILOT ENGAGE AP Annunciation -- Illuminates whenever the autopilot is engaged. Flashes during pilot initiated or automatic disengagement.
- ** Airplane serials T18208001 thru T18208160 incorporating Honeywell Service Bulletin KC140-M1, and airplane serials T18208161 and on.

Figure 2. Bendix/King 2-Axis KAP 140 Autopilot, Operating Controls and Indicators (Sheet 4)



KAP 140 WITH ALTITUDE PRESELECT

NOTE

Numbered items apply to the KAP 140 with Altitude Preselect. Other controls and indicators shown are the same as those on the KAP 140 without Altitude Preselect (refer to Figure 2).

- 1. ROTARY KNOBS -- Used to set the altitude alerter reference altitude; or may be used immediately after pressing the BARO button, to adjust the autopilot baro setting to match that of the airplane's altimeter when manual adjustment is required. (In some systems, the baro setting may be automatically synched to that of the altimeter.)
- 2. BARO SET (BARO) BUTTON -- When pushed and released, will change the display from the altitude alerter selected altitude to the baro setting display (either IN HG or HPA) for 3 seconds. If pushed and held for 2 seconds, will change the baro setting display from IN HG to HPA or vice versa. Once the baro setting display is visible the rotary knobs may be used to adjust the baro setting.

Figure 3. Bendix/King 2-Axis KAP 140 Autopilot with Altitude Preselect, Operating Controls and Indicators (Sheet 1 of 2)

- 3. ALTITUDE ARM (ARM) BUTTON -- When pushed, will toggle altitude arming on or off. When ALT ARM is annunciated, the autopilot will capture the altitude alerter displayed altitude (provided the aircraft is climbing or descending in VS to the displayed altitude). ALT hold arming when the autopilot is engaged is automatic upon altitude alerter altitude selection via the rotary knobs. Note that the alerter functions are independent of the arming process thus providing full time alerting, even when the autopilot is disengaged.
- 4. ALTITUDE ALERTER/VERTICAL SPEED/BARO SETTING DISPLAY -- Normally displays the altitude alerter selected altitude. If the UP or DN button is pushed while in VS hold, the display changes to the command reference for the VS mode in FPM for 3 seconds. If the BARO button is pushed, the display changes to the autopilot baro setting in either IN HG or HPA for 3 seconds.

This display may be dashed for up to 3 minutes on start up if a blind encoder is installed which requires a warm-up period.

5. ALTITUDE ALERT (ALERT) ANNUNCIATION -- Illuminates continuously in the region of from 200 to 1000 feet from the selected altitude if the airplane was previously outside of this region. Flashes (1) for two seconds the first time the airplane crossed the selected altitude and (2) continuously in the 200 to 1000 feet region if the airplane was previously inside of this region (i.e. at the selected altitude). Associated with the visual alerting is an aural alert (5 short tones) which occurs 1000 feet from the selected altitude upon approaching the altitude and 200 feet from the selected altitude on leaving the altitude.

Figure 3. Bendix/King 2-Axis KAP 140 Autopilot with Altitude Preselect, Operating Controls and Indicators (Sheet 2)

SECTION 2 LIMITATIONS

The following autopilot limitations must be adhered to:

- The entire preflight test procedure outlined under Section 4, paragraph A of this supplement, including steps 1 through 7, must be successfully completed prior to each flight. Use of the autopilot or manual electric trim system is prohibited prior to completion of these tests.
- 2. During autopilot operation, a pilot with seat belt fastened must be seated at the left pilot position.
- 3. The autopilot must be OFF during takeoff and landing.
- 4. KMA 28 audio amplifier PUSH OFF/EMG operation is prohibited during normal operations.

NOTE

During emergency operation of the audio amplifier, the PUSH OFF/EMG state of the KMA 28 will prevent flight control system alerts from being heard.

- 5. The system is approved for Category I operation only (Approach mode selected).
- Autopilot maximum airspeed limitation -- 160 KIAS. Autopilot minimum airspeed limitation -- 80 KIAS.
- 7. Maximum flap extension -- 10°.
- 8. Maximum fuel in balance with autopilot engaged -- 90 lbs.
- The autopilot must be disengaged below 200 feet AGL during approach operations and below 800 feet AGL for all other phases of flight.
- Overriding the autopilot to change pitch or roll attitude is prohibited. (Disengage with A/P DISC/TRIM INT or AP select button.)
- 11. The AUTO PILOT circuit breaker must be pulled following any inflight illumination of the red "PITCH TRIM" warning light, but only after first completing the Emergency Procedures (Section 3, paragraph 1.). The manual electric trim and autopilot autotrim systems will be disabled with the AUTO PILOT circuit breaker pulled.

SECTION 3 EMERGENCY PROCEDURES

The four step procedure listed under paragraph A should be among the basic airplane emergency procedures that are committed to memory. It is important that the pilot be proficient in accomplishing all four steps without reference to this manual.

- 1. In case of Autopilot, Autopilot Trim, or Manual Electric Trim malfunction (accomplish Items A and B simultaneously):
 - A. Airplane Control Wheel -- GRASP FIRMLY and regain aircraft control.
 - B. A/P DISC/TRIM INT Switch -- PRESS and HOLD throughout recovery.
 - C. AIRCRAFT -- RE-TRIM Manually as Needed.
 - D. AUTO PILOT Circuit Breaker -- PULL.

NOTE

The AVIONICS MASTER Switch may be used as an alternate means of removing all electric power from the autopilot and electric trim systems. If necessary perform steps 1A through 1C above, then turn the AVIONICS MASTER Switch OFF before locating and pulling the AUTO PILOT Circuit Breaker. Turn the AVIONICS MASTER Switch on as soon as possible to restore power to all other avionics equipment. Primary attitude, airspeed, directional compass, and altitude instruments will remain operational at all times.

A WARNING

DO NOT ATTEMPT TO RE-ENGAGE THE AUTOPILOT FOLLOWING AN AUTOPILOT, AUTOTRIM, OR MANUAL ELECTRIC TRIM MALFUNCTION UNTIL THE CAUSE FOR THE MALFUNCTION HAS BEEN CORRECTED.

Maximum Altitude losses due to autopilot malfunction:

CONFIGURATION	ALT. LOSS
Cruise, Climb, Descent	650 ft.
Maneuvering	100 ft.
Approach	100 ft.

Original Issue S15-15

AMPLIFIED EMERGENCY PROCEDURES

The following paragraphs are presented to supply additional information for the purpose of providing the pilot with a more complete understanding of the recommended course of action for an emergency situation.

 An autopilot or autotrim malfunction occurs when there is an uncommanded deviation in the airplane flight path or when there is abnormal control wheel or trim wheel motion. In some cases, and especially for autopilot trim, there may be little to no airplane motion, yet the red PITCH TRIM annunciator (ship's annunciator panel) may illuminate and an alert tone may sound.

The primary concern in reacting to an autopilot or autopilot trim malfunction, or to an automatic disconnect of the autopilot, is in maintaining control of the airplane. Immediately grasp the control wheel and press and hold down the A/P DISC/TRIM INT switch throughout the recovery. Manipulate the controls as required to safely maintain operation of the airplane within all of its operating limitations. Elevator trim should be used manually as needed to relieve control forces. Locate and pull the AUTO PILOT circuit breaker on the right hand circuit breaker panel to completely disable the autopilot system.

2. A manual electric trim malfunction may be recognized by illumination of the red PITCH TRIM annunciator, accompanied by an alert tone, or by unusual trim wheel motions with the autopilot OFF, without pilot actuation of the manual electric trim switches. As with an autopilot malfunction, the first concern following a manual electric trim malfunction is maintaining control of the airplane. Grasp the control wheel firmly and press and hold down the A/P DISC/TRIM INT switch. Locate and pull the AUTO PILOT circuit breaker on the right hand breaker panel.

- 3. Note that the emergency procedure for any malfunction is essentially the same: immediately grasp the control wheel and regain airplane control while pressing and holding the A/P DISC/TRIM INT switch down, and retrim the airplane as needed. After these steps have been accomplished secure the autopilot electric trim system by pulling the autopilot (AUTO PILOT) circuit breaker. As with any other airplane emergency procedure, it is important that the 4 steps of the emergency procedure located on Page 15 be committed to memory.
- 4. The AVIONICS MASTER switch may be used to remove all electric power from the Autopilot and Electric Trim systems while the circuit breaker is located and pulled. Return the AVIONICS MASTER switch to the ON position as soon as possible. With the AVIONICS MASTER switch off, all avionics and autopilot equipment will be inoperable.
- 5. It is important that all portions of the autopilot and electric trim system are preflight tested prior to each flight in accordance with the procedures published herein in order to assure their integrity and continued safe operation during flight.

WARNING

DO NOT RESET AUTOPILOT CIRCUIT BREAKER FOLLOWING AN AUTOPILOT/AUTOTRIM OR MANUAL ELECTRIC TRIM MALFUNCTION UNTIL THE CAUSE FOR THE MALFUNCTION HAS BEEN CORRECTED.

A flashing $\frac{P}{T}$ auto trim annunciation on the face of the autopilot indicates a failure of the auto trim function to relieve pitch servo loading in a timely manner. This condition should be temporary.

1. FLASHING T ANNUNCIATION -- OBSERVE aircraft pitch behavior. If pitch behavior is satisfactory, wait 5-10 seconds for the annunciation to stop.

Original Issue S15-17

- 2. If annunciation continues, Airplane Control Wheel -- GRASP FIRMLY, disengage the autopilot and check for an out of pitch trim condition. Manually retrim as required.
- 3. AUTOPILOT OPERATION -- CONTINUE if satisfied that the out of trim indication was temporary. DISCONTINUE if evidence indicates a failure of the auto trim function.

A red P or R on the face of the autopilot computer.

 A red P is an indication that the pitch axis of the autopilot has been disabled and cannot be engaged. DO NOT ENGAGE INTO A ROLL AXIS ONLY SYSTEM.

NOTE

If the red **P** lamp was the result of some abnormal accelerations on the airplane, the annunciation should be extinguished within approximately one minute and normal use of the autopilot will be reestablished.

A red R is an indication that the roll axis of the autopilot has been disabled and cannot be engaged. The autopilot cannot be reengaged.

Flashing mode annunciation in the display of the autopilot computer.

- Flashing HDG -- Indicates a failed heading. PRESS HDG button to terminate flashing. ROL will be displayed.
- Flashing NAV, APR or REV -- Usually an indication of a flagged navigation source. PRESS the NAV, APR or REV button to terminate flashing. ROL will be displayed. (Select a valid navigation source.)

NOTE

A flashing NAV, APR or REV annunciation can also be caused by a failed heading valid input.

3. Flashing **GS** -- Indication of a flagged glideslope. (GS will rearm automatically if a valid GS signal is received.)

NOTE

To continue tracking the localizer, observe the appropriate minimums for a nonprecision approach. (Press ALT twice in rapid succession to terminate the flashing. Control the pitch axis in the default VS mode.)

NOTE

At the onset of mode annunciator flashing, the autopilot has already reverted to a default mode of operation, i.e., ROL and or VS mode. An immediate attempt to reengage to lost mode may be made if the offending navigation, glideslope or compass flag has cleared.

EXCEPTION

The HDG annunciation will flash for 5 seconds upon selection of NAV, APR, or REV modes to remind the pilot to set the HDG bug for use as course datum.

Effects of instrument losses upon autopilot operation:

- 1. Loss of the artificial horizon -- no effect on the autopilot.
- Loss of the turn coordinator -- autopilot inoperative.
- 3. Loss of the Directional Gyro (DG)— The directional gyro does not provide any system valid flag. If the DG fails to function properly the autopilot heading and navigation mode will not function correctly. Under these conditions, the only useable lateral mode is ROL.
- 4. Loss of Horizontal Situation Indicator (HSI) (if installed) -- If the HSI fails to function properly the autopilot heading and navigation mode will not function correctly. Under these conditions, the only usable lateral mode is ROL.
- 5. Loss of Blind Altitude Encoder -- Altitude Alerter and Altitude Preselect function inoperative.

The following procedures apply to airplane serials T18208001 thru T18208160 incorporating Honeywell Service Bulletin KC140-M1, and airplane serials T18208161 and on.

The following voice messages will be annunciated as conditions warrant:

- 1. "TRIM IN MOTION" Elevator trim running for more than 5 seconds, message repeats every 5 seconds.
- "CHECK PITCH TRIM" An out of trim condition has existed for approximately 20 seconds, take immediate corrective action.
 - a. Airplane Control Wheel -- GRASP FIRMLY and regain aircraft control.
 - b. A/P DISC/TRIM INT Switch -- PRESS and HOLD throughout recovery.
 - c. AIRCRAFT -- RE-TRIM Manually as Needed.
 - d. AUTO PILOT Circuit Breaker -- PULL.

SECTION 4 NORMAL PROCEDURES

- A. PREFLIGHT (PERFORM PRIOR TO EACH FLIGHT):
 - 1. AVIONICS MASTER -- ON.
 - 2. POWER APPLICATION AND SELF TEST -- A self test is performed upon power application to the computer. This test is a sequence of internal checks that validate proper system operation prior to allowing normal system operation. The sequence is indicated by "PFT" with an increasing number for the sequence steps. Successful completion of self test is identified by all display segments being illuminated (Display Test), external "Pitch Trim" (A/C System Annunciator Panel) being illuminated, and the disconnect tone sounding.

S15-20 Revision 1

Upon applying power to the autopilot, the red P warning on the face of the autopilot may illuminate indicating that the pitch axis cannot be engaged. This condition should be temporary, lasting approximately 30 seconds. The P will extinguish and normal operation will be available.

WARNING

IF PITCH TRIM LIGHT STAYS ON, THEN THE AUTOTRIM DID NOT PASS PREFLIGHT TEST. THE AUTOPILOT CIRCUIT BREAKER MUST BE PULLED. MANUAL ELECTRIC TRIM AND AUTOPILOT ARE INOPERATIVE.

- 3. MANUAL ELECTRIC TRIM -- TEST as follows:
 - a. RH SWITCH -- PUSH FORWARD to DN position and hold.
 OBSERVE NO MOVEMENT of Elevator Trim Wheel.
 Release to Center OFF Position.

NOTE

If movement of the elevator trim wheel is observed during a check of either LH or RH Switch, the manual electric trim system has malfunctioned. The flight may be continued if the AUTOPILOT Circuit Breaker is pulled to the OFF position and secured until repairs can be made.

- b. RH SWITCH -- PULL AFT to UP position and hold. OBSERVE NO MOVEMENT of the Elevator Trim Wheel. Release switch to center OFF position.
- c. LH SWITCH -- PUSH FORWARD to DN position and hold. OBSERVE NO MOVEMENT of Elevator Trim Wheel. Verify red "P R" light above AP button. Release switch to center OFF position.

(Continued Next Page)

If red "P R" light is not observed after holding RH switch for 5 seconds, the trim monitor system has failed. The flight may be continued if the AUTOPILOT Circuit Breaker is pulled to the OFF position until repairs can be made.

- d. LH SWITCH -- PULL AFT to UP position and hold for 5 seconds. OBSERVE NO MOVEMENT of Elevator Trim Wheel. Verify red "P R" light above AP button. Release switch to center OFF position.
- RH Switches -- PUSH **FORWARD** e. LH and HOLD. SIMULTANEOUSLY **OBSERVE** and MOVEMENT of Elevator Trim Wheel in proper direction (nose down). While holding LH and RH Switches forward, PRÉSS and HOLD A/P DISC/TRIM INT Switch. OBSERVE NO MOVEMENT of Elevator Trim Wheel. Continue to hold LH and RH Switches forward and RELEASE A/P DISC/TRIM INT Switch. OBSERVE MOVEMENT of Elevator Trim Wheel in proper direction. Release LH and RH Switches to center OFF position.

NOTE

During Steps e. and f., verify movement of elevator trim tab in proper direction (the elevator trim tab will move up for nose down trim). If movement of Elevator Trim Wheel is observed while the A/P DISC/TRIM INT Switch is pressed, the manual electric trim system has failed. The flight may be continued if the AUTOPILOT Circuit Breaker is pulled to the OFF position until repairs can be made.

f. LH and RH Switches -- PUSH AFT SIMULTANEOUSLY and HOLD. OBSERVE MOVEMENT of Elevator Trim Wheel in proper direction (nose up). While holding LH and RH Switches aft, PRESS and HOLD A/P DISC/TRIM INT Switch. OBSERVE NO MOVEMENT of Elevator Trim Wheel. Continue to hold LH and RH Switches aft and RELEASE A/P DISC/TRIM INT Switch. OBSERVE MOVEMENT of Elevator Trim Wheel in proper direction. Release LH and RH Switches to center OFF position.

S15-20B Revision 1

- 4. FLASHING BARO SETTING (if installed) -- SET proper baro setting manually (or press BARO to accept the present value).
- 5. AUTOPILOT -- ENGAGE by pressing*, or pressing and holding** AP button.
- 6. FLIGHT CONTROLS -- MOVE fore, aft, left and right to verify the autopilot can be overpowered.
- 7. A/P DISC/TRIM INT Switch -- PRESS. Verify that the autopilot disconnects.
- 8. TRIM -- SET to take off position manually.

A WARNING

THE PILOT IN COMMAND MUST CONTINUOUSLY MONITOR THE AUTOPILOT WHEN IT IS ENGAGED, AND BE PREPARED TO DISCONNECT THE AUTOPILOT AND TAKE IMMEDIATE CORRECTIVE ACTION - INCLUDING MANUAL CONTROL OF THE AIRPLANE AND/OR PERFORMANCE OF EMERGENCY PROCEDURES -- IF AUTOPILOT OPERATION IS NOT AS EXPECTED OR IF AIRPLANE CONTROL IS NOT MAINTAINED.

WARNING

DURING ALL AUTOPILOT COUPLED OPERATIONS, THE PILOT IN COMMAND MUST USE PROPER AUTOPILOT COMMANDS AND USE THE PROPER ENGINE POWER TO ENSURE THAT THE AIRPLANE IS MAINTAINED BETWEEN 80 AND 160 KIAS, AND DOES NOT EXCEED OTHER BASIC AIRPLANE OPERATING LIMITATIONS.

- Airplane serials T18208001 thru T18208160 not incorporating Honeywell Service Bulletin KC140-M1.
- ** Airplane serials T18208001 thru T18208160 incorporating Honeywell Service Bulletin KC140-M1, and airplane serials T18208161 and on.

Autopilot tracking performance will be degraded in turbulence.

- 1. BEFORE TAKEOFF:
 - a. A/P DISC/TRIM INT Switch -- PRESS.
 - b. BARO setting (if installed) -- CHECK.

A CAUTION

CONTINUE TO SET MANUALLY THROUGHOUT THE FLIGHT EACH TIME THE ALTIMETER BARO SETTING REQUIRES ADJUSTMENT. NO FURTHER REMINDERS (FLASHING) WILL BE GIVEN.

c. ALTITUDE SELECT KNOB (if installed) -- ROTATE until the desired altitude is displayed.

NOTE

An altitude alert is annunciated 1000 ft. prior to arrival at the selected altitude. Aircraft deviations greater than 200 feet above or below the selected altitude will produce an altitude alert. The alert annunciation is accompanied by a series of short tones.

2. AFTER TAKEOFF:

a. Elevator Trim -- VERIFY or SET to place the airplane in a trimmed condition prior to Autopilot engagement.

NOTE

Engaging the autopilot into a mistrim condition may cause unwanted attitude changes and a "TRIM FAIL" annunciation.

b. Airspeed and Rate of Climb -- STABILIZED.

Avoid autopilot engagement into a climb condition that either cannot be maintained, or is on the performance limits of the airplane for its power and weight configuration.

c. AP Button -- PRESS*, or PRESS and HOLD**. Note ROL and VS annunciator on. If no other modes are selected the autopilot will operate in the ROL and VS modes.

A WARNING

WHEN OPERATING AT OR NEAR THE BEST RATE OF CLIMB AIRSPEED, AT CLIMB POWER SETTINGS, AND USING VERTICAL SPEED (VS) MODE, CONTINUED OPERATION IN VERTICAL SPEED MODE CAN RESULT IN AN AIRPLANE STALL. IF NECESSARY, DISCONNECT THE AUTO PILOT AND RETURN THE AIRPLANE TO A STABILIZED CLIMB PRIOR TO RE-ENGAGMENT.

WARNING

WHEN OPERATING AT OR NEAR THE MAXIMUM AUTOPILOT SPEED, IT WILL BE NECESSARY TO REDUCE POWER IN ORDER TO MAINTAIN THE DESIRED RATE OF DESCENT AND NOT EXCEED THE MAXIMUM AUTOPILOT SPEED.

WARNING

DO NOT HELP THE AUTOPILOT OR HAND-FLY THE AIRPLANE WITH **AUTOPILOT ENGAGED AS THE AUTOPILOT WILL RUN THE** PITCH TRIM TO OPPOSE CONTROL WHEEL A MISTRIM OF THE AIRPLANE, MOVEMENT. WITH ACCOMPANYING LARGE **ELEVATOR** CONTROL FORCES, MAY RESULT IF THE PILOT MANIPULATES THE CONTROL THE AUTOPILOT MANUALLY WHILE ENGAGED.

- * Airplane serials T18208001 thru T18208160 not incorporating Honeywell Service Bulletin KC140-M1.
- ** Airplane serials T18208001 thru T182081160 incorporating Honeywell Service Bulletin KC140-M1, and airplane serials T18208161 and on.

3. CLIMB OR DESCENT:

- a. BARO setting (if installed) -- CHECK.
- b. Using Vertical Trim:
 - VERTICAL SPEED Control -- PRESS either the UP or DN button to select aircraft vertical speed within the command limits of ±2000 ft./min.
 - 2) **VERTICAL SPEED** Control -- **RELEASE** when desired vertical speed is displayed. The autopilot will maintain the displayed vertical speed.

NOTE

Avoid selecting a climb rate that either cannot be maintained or is on the performance limit of the airplane for its power and weight configuration.

4. ALTITUDE HOLD:

- a. Capture preselected altitudes (if installed):
 - ALTITUDE SELECT knob -- ROTATE until the desired altitude is displayed. Note ARM annunciation occurs automatically with altitude selection when the autopilot is engaged.
 - 2) ALTITUDE SELECT MODE (ARM) button -- PUSH to alternately disarm or arm altitude capture.
 - 3) Airplane -- **ESTABLISH** vertical speed necessary to intercept the selected altitude.

NOTE

It may be possible to observe minor difference between the autopilots' selected altitude and the aircraft altimeter after an altitude capture. Not inputing the proper barometric setting into the autopilot computer will produce inaccuracies.

Altitude preselect captures are not recommended on nonprecision approaches to capture the MDA. Glideslope coupling will preclude a preselect altitude capture on an ILS.

- b. Altitude (ALT) Hold Button:
 - ALT Hold Selector Button -- PRESS. Note ALT hold annunciator ON. Autopilot will maintain the selected altitude.

NOTE

It is recommended by the FAA (AC00-24B) to use basic "PITCH ATTITUDE HOLD" mode during operation in severe turbulence. However, since this autopilot does <u>not</u> use the attitude gyro as a pitch reference, it is recommended that the autopilot be disconnected and that the airplane be flown by hand in severe turbulence.

- c. Changing altitudes:
 - Using Vertical Speed (Recommended for altitude changes less than 100 ft.)
 - a) VERTICAL SPEED Control -- PRESS and HOLD either the UP or DN button. Vertical Speed will seek a rate of change of about 500 fpm.
 - b) **VERTICAL SPEED** Control -- **RELEASE** when desired altitude is reached. The autopilot will maintain the desired altitude.

NOTE

As an alternative, a series of quick momentary presses on the **UP** or **DN** button will program either an increase or decrease of the altitude reference, 20 feet each time the button is pressed.

5. HEADING HOLD:

- a. Heading Selector Knob -- SET BUG to desired heading.
- b. HDG Mode Selector Button -- PRESS. Note HDG mode annunciator ON. Autopilot will automatically turn the aircraft to the selected heading.

NOTE

Aircraft heading may change in ROL mode due to turbulence.

c. Heading Selector Knob -- MOVE BUG to the desired heading. Autopilot will automatically turn the aircraft to the new selected heading.

6. NAV COUPLING:

- a. When equipped with DG:
 - 1) OBS Knob -- SELECT desired course.
 - NAV Mode Selector Button -- PRESS. Note NAVARM annunciated.
 - 3) Heading Selector Knob -- ROTATE BUG to agree with OBS course.

NOTE

When NAV is selected, the autopilot will flash HDG for 5 seconds to remind the pilot to reset the HDG bug to the OBS course. IF HDG mode was in use at the time of NAV button selection, a 45° intercept angle will then be automatically established based on the position of the bug.

All angle intercepts compatible with radar vectors may be accomplished by selecting ROL mode <u>PRIOR</u> to pressing the NAV button. The HDG bug must still be positioned to agree with the OBS course to provide course datum to the autopilot when using a DG (Directional Gyro).

- a) If the CDI needle is greater than 2 to 3 dots from center, the autopilot will annunciate NAVARM. When the computed capture point is reached the ARM annunciator will go out and the selected course will be automatically captured and tracked.
- b) If the CDI needle is less than 2 to 3 dots from center, the HDG mode will disengage upon selecting NAV mode. The NAV annunciator will then illuminate and the capture/track sequence will automatically begin.
- b. When equipped with HSI:
 - 1) Course Bearing Pointer SET to desired course.
 - 2) Heading Selector Knob -- SET BUG to provide desired intercept angle and engage HDG mode.
 - 3) NAV Mode Selector Button -- PRESS.
 - a) If the Course Deviation Bar (D-Bar) is greater than 2 to 3 dots from center, the autopilot will annunciate NAVARM. When the computed capture point is reached the ARM annunciator will go out and the selected course will be automatically captured and tracked.
 - b) If the D-Bar is less than 2 to 3 dots from center, the HDG mode will disengage upon selecting NAV mode. The NAV annunciator will then illuminate and the capture/track sequence will automatically begin.

- 7. APPROACH (APR) COUPLING: (To enable glideslope coupling on an ILS and more precise tracking on instrument approaches).
 - a. When equipped with DG:
 - 1) BARO setting -- CHECK (if installed).
 - 2) **OBS** Knob -- **SELECT** desired approach course. (For a localizer, set it to serve as a memory aid.)
 - APR Mode Selector Button -- PRESS. Note APRARM annunciated.
 - 4) Heading Selector Knob -- **ROTATE BUG** to agree with desired approach.

When APR is selected, the autopilot will flash HDG for 5 seconds to remind the pilot to reset the HDG bug to the approach course. If HDG mode was in use at the time of APR button selection, a 45° intercept angle will then be automatically established based on the position of the bug.

NOTE

All angle intercepts compatible with radar vectors may be accomplished by selecting ROL mode <u>PRIOR</u> to pressing the APR button. The HDG bug must still be positioned to agree with the desired approach course to provide course datum to the autopilot when using a DG.

- a) If the CDI needle is greater than 2 to 3 dots from center, the autopilot will annunciate APRARM; when the computed capture point is reached the ARM annunciator will go out and the selected course will be automatically captured and tracked.
- b) If the CDI needle is less than 2 to 3 dots from center, the HDG mode will disengage upon selecting APR mode; the APR annunciator will illuminate and the capture/track sequence will automatically begin.

- b. When equipped with HSI:
 - BARO Setting (if installed) -- CHECK.
 - 2) Course Bearing Pointer -- SET to desired course.
 - 3) Heading Selector Knob -- SET BUG to provide desired intercept angle.
 - 4) APR Mode Selector Button -- PRESS.
 - a) If the D-Bar is greater than 2 to 3 dots from center, the autopilot will annunciate APRARM; when the computed capture point is reached the ARM annunciator will go out and the selected course will be automatically captured and tracked.
 - b) If the D-Bar is less than 2 to 3 dots from center, the HDG mode will disengage upon selecting APR mode; the APR annunciator will illuminate and the capture/track sequence will automatically begin.
 - Airspeed -- MAINTAIN 100 KIAS minimum during coupled autopilot approaches (recommended).
- 8. BACK COURSE (REV) APPROACH COUPLING (i.e., reverse localizer):
 - a. When equipped with DG:
 - 1) BARO setting (if installed) -- CHECK.
 - 2) **OBS** Knob -- **SELECT** the localizer course to the <u>front</u> course inbound (as a memory aid).
 - 3) REV Mode Selector Button -- PRESS.
 - 4) Heading Selector Knob -- ROTATE BUG to the heading corresponding to the localizer front course inbound.

When REV is selected, the autopilot will flash HDG for 5 seconds to remind the pilot to reset the HDG bug to the localizer <u>FRONT COURSE INBOUND</u> heading. If heading mode was in use at the time of REV button selection, a 45° intercept angle will then be automatically established based on the position of the bug.

NOTE

All angle intercepts compatible with radar vectors may be accomplished by selecting ROL mode <u>PRIOR</u> to pressing the REV button. The HDG bug must still be positioned to the localizer <u>FRONT COURSE INBOUND</u> heading to provide course datum to the autopilot when using a DG.

- a) If the CD needle is greater than 2 to 3 dots from center, the autopilot will annunciate REVARM; when the computed capture point is reached the ARM annunciator will go out and the selected back course will be automatically captured and tracked.
- b) If the CDI needle is less than 2 to 3 dots from center, the HDG mode will disengage upon selecting REV mode; the REV annunciator will illuminate and the capture/track sequence will automatically begin.
- b. When equipped with HSI:
 - 1) BARO Setting (if installed) -- CHECK.
 - 2) Course Bearing pointer -- **SET** to the ILS <u>front course</u> inbound heading.
 - 3) Heading Selector Knob -- **SET BUG** to provide desired intercept angle and engage HDG mode.
 - 4) **REV** Mode Selector Button -- **PRESS**.

S15-30 Revision 1

- a) If the D-Bar is greater than 2 to 3 dots from center, the autopilot will annunciate REVARM; when the computed capture point is reached the ARM annunciator will go out and the selected back course will be automatically captured and tracked.
- b) If the D-Bar is less than 2 to 3 dots from center, the HDG mode will disengage upon selecting REV mode; the REV annunciator will illuminate and the capture/track sequence will automatically begin.
- Airspeed -- MAINTAIN 100 KIAS minimum during autopilot coupled approaches (recommended).

9. GLIDESLOPE COUPLING

a. APR Mode -- ENGAGED, Note GSARM annunciated.

NOTE

Glideslope coupling is inhibited when operating in NAV or REV modes. With NAV 1 selected to a valid ILS, glideslope armed and coupling occurs automatically in the APR mode when tracking a localizer.

b. At Glideslope centering -- note ARM annunciator goes out.

NOTE

Autopilot can capture glideslope from above or below the beam.

c. Airspeed -- MAINTAIN 100 KIAS minimum during autopilot coupled approaches (recommended).

10. MISSED APPROACH

- a. A/P DISC/TRIM INTER Switch PRESS to disengage AP.
- b. MISSED APPROACH EXECUTE.
- c. If autopilot is desired:
 - 1) Elevator Trim -- VERIFY or SET.
 - 2) Airspeed and Rate of Climb -- STABILIZED.

NOTE

Avoid autopilot engagement into a climb condition that either cannot be maintained, or is on the performance limits of the airplane for its power and weight configuration.

3) AP Button -- PRESS*, or PRESS and HOLD**. Note ROL and VS annunciators on. If no other modes are selected the autopilot will operate in the ROL and VS modes. Verify that the aircraft Vertical Speed Indicator (VSI) and the Autopilot VS agree.

NOTE

If tracking the ILS course outbound as part of the missed approach procedure is desired, use the NAV mode to prevent inadvertent GS coupling.

11. BEFORE LANDING

a. A/P DISC/TRIM INT Switch -- PRESS to disengage AP.

SECTION 5 PERFORMANCE

There is no change to the airplane performance when the KAP 140, 2 Axis Autopilot is installed.

- * Airplane serials T18208001 thru T18208160 not incorporating Honeywell Service Bulletin KC140-M1.
- ** Airplane serials T18208001 thru T18208160 incorporating Honeywell Service Bulletin KC140-M1, and airplane serials T18208161 and on.

S15-32 Revision 1



Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T AIRPLANES T18208001 and ON

SUPPLEMENT 17

PROPELLER DE-ICE

SERIAL NO.	
REGISTRATION NO	

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the Prop De-Ice System is installed.

FAA'APPROVAL

FAA APPROVED UNDER FAR 21 SUBPART J
The Cassins Altcraft Co.
Debgstinn Option Authorization DOA-100129-CE
Washard Malday Executive Engineer

Date: 20 March 2001

Member of GAMA
20 March 2001

S17-1

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T182TPHUS-S17-00

SUPPLEMENT 17

PROPELLER HEAT SYSTEM

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the Supplement. Pages which are affected by the current revision will carry the date of that revision

Revision Level	Date of Issue
0 (Original)	Mar. 20,2001

LOG OF EFFECTIVITY PAGES

PAGE	DATE	PAGE	DATE
Title (S17-1) S17-2 S17-3 S17-4	Mar 20/01 Mar 20/01 Mar 20/01 Mar 20/01		

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

Number	<u>Title</u>	Airplane Unit <u>Effectivity</u>	Revision Incorporation	Incorporated In Airplane
· · · · · · · · · · · · · · · · · · ·				

SUPPLEMENT

PROPELLER DE-ICE SYSTEM

SECTION 1

GENERAL

The propeller de-ice system provides a measure of protection for the propeller blade surfaces if unexpected icing conditions are encountered. The system is operated by a 20 amp switch breaker labeled PROP DE-ICE located on the circuit breaker and control switch panel. When the switch is placed to the ON position, electric current flows to a propeller de-ice timer which cycles the current on and off for 90-second periods to the heated boots located on each of the propeller blades. The timer monitors the system current draw during the on periods and checks the system for open and short-circuit conditions. When the system conditions are normal, a green PROP HEAT annunciator is illuminated in the center instrument panel above the radio rack. If the timer detects faulty system wiring or a heated boot failure, it removes the current supply to the boots, extinguishes the green PROP HEAT light and illuminates an amber PROP HEAT light adjacent to the green one.

The timer will continue to monitor the status of the system during the fault condition and will return the system to normal operation automatically if the detected faults are cleared. When the system is on and operating normally the monitor circuits of the timer can be tested by placing the master warning test/brt/dim switch located on the top of the center instrument panel above the radio rack to TEST. The test switch simulates a propeller de-ice system fault and the timer will extinguish the green PROP HEAT light and illuminate the amber PROP HEAT light. Upon release of the test switch the system will return to normal operation.

SECTION 2

LIMITATIONS

There is no change to the airplane limitations when the propeller de-ice system is installed; intentional flight into known icing conditions is prohibited, regardless of installed ice protection equipment.

SECTION 3 EMERGENCY PROCEDURES

Flight into known icing conditions is prohibited. If unexpected icing conditions are encountered, the Inadvertent Icing Encounter checklist in Section 3 of the basic handbook should be followed. In addition, the following procedure is recommended.

- 1. Master Switch -- ON.
- 2. PROP DE-ICE Switch -- ON. CHECK green PROP HEAT light illuminated.

NOTE

For accurate magnetic compass readings, turn the PITOT HEAT and PROP DE-ICE switches OFF momentarily.

3. PROP DE-ICE Switch -- Cycle OFF then ON when amber PROP HEAT light illuminated. If amber PROP HEAT light illuminates again, place PROP DE-ICE switch to OFF and advise maintenance.

A CAUTION

DO NOT RUN THE PROP HEAT SYSTEM MORE THAN 15 SECONDS ON THE GROUND WITHOUT ENGINE POWER.

4. PROP DE-ICE Switch -- OFF when DE-ICE is no longer required.

SECTION 4 NORMAL PROCEDURES

There is no change to the airplane normal procedures when the propeller heat system is installed.

Refer to Section 8 of the basic handbook for care and maintenance of the propeller heated boots.

SECTION 5 PERFORMANCE

There is no change to the airplane performance when the propeller heat system is installed.





Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T

AIRPLANES T18208001 AND ON

SUPPLEMENT 19

BENDIX/KING KLN 94
GLOBAL POSITIONING SYSTEM (IFR)

SERIAL NO
REGISTRATION NO.

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the Global Positioning System is installed.

FAA APPROVAL

FAA APPROVED UNDER FAR 21 SUBPART J The Cesane Atomit Co. Delegation Option Authorization DOA-100125-CE

MARCHAN MINERY

Boodley Engineer

Date: 19 March 2001

Member of GAMA
23 February 2001

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WICHITA, KANSAS, USA

T182TPHUS-S19-00

BENDIX/KING KLN 94 GLOBAL POSITIONING SYSTEM (IFR)

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the Supplement. Pages which are affected by the current revision will carry the date of that revision

Revision Level	Date of Issue
0 (Original)	Feb. 23, 2001

LOG OF EFFECTIVITY PAGES

PAGE	DATE	PAGE	DATE
Title (S19-1) S19-2 S19-3 S19-4 S19-5 S19-6 S19-7 S19-8 S19-9	Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01	S19-10 S19-11 S19-12 S19-13 S19-14 S19-15 S19-16 S19-17 S19-18 blank	Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01
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S19-2 Feb 23/01

BENDIX/KING KLN 94 GLOBAL POSITIONING SYSTEM (IFR)

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

Number Title Airplane Unit Effectivity

Revision Incorporation In Airplane

Incorporated

BENDIX/KING KLN 94 GLOBAL POSITIONING SYSTEM (IFR)

SECTION 1

GENERAL

The KLN 94 GPS (Global Positioning System) is a three-dimensional precision navigation system based on 24 earth orbiting satellites. Receiver Autonomous Integrity Monitoring (RAIM) is a function that every IFR-certified GPS receiver must continuously perform to assure position accuracy. RAIM is available when 5 or more of these satellites are in view, or 4 satellites are in view and a barometrically corrected altitude input from the airplane's altimeter is made. Annunciation is provided if there are not enough satellites in view to assure position integrity.

Operational guidance for the KLN 94 GPS Navigation System is provided with the Bendix/King KLN 94 Pilot's Guide (supplied with the airplane). This Pilot's Guide should be thoroughly studied and VFR operations conducted so that you are totally familiar with GPS navigation before actually using this equipment in IFR conditions.

The database card is an electronic memory containing information on airports, navaids, intersections, DP's, STAR's, instrument approaches, special use airspace, and other items of interest to the pilot.

Every 28 days, Bendix/King receives new aeronautical database information from Jeppesen Sanderson for each database region. This information is processed and downloaded onto the database cards. Bendix/King makes these database card updates available to KLN 94 GPS users.

A CAUTION

THE DATABASE MUST BE UPDATED ONLY WHILE THE AIRCRAFT IS ON THE GROUND. THE KLN 94 DOES NOT PERFORM ANY NAVIGATION FUNCTION WHILE THE DATABASE IS BEING UPDATED.

NOTE

A current database is required by regulation in order to use the KLN 94 GPS system for non-precision approaches.

Provided the KLN 94 navigation system is receiving adequate usable signals, it has been demonstrated capable of and has been shown to meet the accuracy specifications of: VFR/IFR en route oceanic and remote, en route domestic, terminal, and instrument approach (GPS, Loran-C, VOR, VOR-DME, TACAN, NDB, NDB-DME, RNAV) operation within the U.S. National Airspace System, North Atlantic Minimum Navigation Performance Specifications (MNPS) Airspace and latitudes bounded by 74° North and 60° South using the WGS-84 (or NAD 83) coordinate reference datum in accordance with the criteria of AC 20-138, AC 91-49, and AC 120-33. Navigation data is based upon use of only the global positioning system (GPS) operated by the United States.

Aircraft using GPS for oceanic IFR operations may use the KLN 94 to replace one of the other approved means of long range navigation. A single KLN 94 GPS installation may also be used on short oceanic routes which require only one means of long-range navigation.

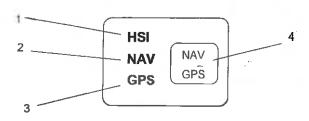
NOTE

FAA approval of the KLN 94 does not necessarily constitute approval for use in foreign airspace.

NOTE

The KLN 94 is qualified for BRNAV (Basic Area Navigation) operation in the European region in accordance with the criteria of AC 90-96. (Reference ICAO Doc 7030 Regional Supplementary Procedures, JAA Technical Guidance Leaflet AMJ20X2 and Eurocontrol RNAV Standard Doc 003-93 Area Navigation Equipment Operational Requirements and Functional Requirements (RNAV).)

S19-6 Feb 23/01



- HSI ANNUNCIATOR LIGHT -- This label is present when the optional HSI is installed. The HSI course pointer provides course datum to the autopilot.
- NAVIGATION SOURCE (NAV) ANNUNCIATOR -- The NAV annunciator will illuminate steady to inform the pilot that NAV 1 information is being displayed on the NAV 1 CDI.
- NAVIGATION SOURCE (GPS) ANNUNCIATOR -- The GPS annunciator will illuminate steady to inform the pilot that GPS information is being displayed on the NAV 1 CDI.
- 4. NAV/GPS SWITCH -- Toggles from Nav 1 to GPS and vice versa to control the type of navigation data to be displayed on the CDI (Course Deviation Indicator). The No. 1 CDI Omni Bearing Selector (OBS) provides analog course input to the KLN 94 in OBS mode when the NAV/GPS switch/annunciator is in GPS. When the NAV/GPS switch annunciation is in NAV, GPS course selection in OBS mode is digital through the use of the controls and display at the KLN 94.

Figure 1. GPS Annunciator/Switch (Sheet 1 of 2)

Manual CDI course centering in **OBS** mode using the control knob can be difficult, especially at long distances. Centering the Course Deviation Indicator (CDI) needle can best be accomplished by pressing the Direct-To button and then manually setting the No. 1 CDI course to the course value prescribed in the KLN 94 displayed message.

NOTE

The Directional Indicator heading (HDG) bug must also be set to provide proper course datum to the autopilot if coupled to the KLN 94 in **LEG** or **OBS**. (When the optional HSI is installed, the HSI course pointer provides course datum to the autopilot.)

Figure 1. GPS Annunciator/Switch (Sheet 2 of 2)

SECTION 2 LIMITATIONS

- The KLN 94 GPS Pilot's Guide, P/N 006-182007-000, dated September 2000 (or later applicable revision) must be available to the flight crew whenever IFR GPS navigation is used. The Operational Revision Status (ORS) of the Pilot's Guide must match the ORS level annunciated on the Self Test page.
- 2. Navigation is prohibited within 60 nautical miles of the North and South Poles (i.e., at greater than 89° north and south latitude).
- 3. IFR Navigation is restricted as follows:
 - a. The system must utilize ORS level 01 or later FAA approved revision.
 - b. The data on the Self-Test page must be verified prior to use.
 - c. IFR en route and terminal navigation is prohibited unless the pilot verifies the currency of the database or verifies each selected waypoint for accuracy by reference to current approved data.
 - d. Instrument approaches must be accomplished in accordance with approved instrument approach procedures that are retrieved from the KLN 94 database. The KLN 94 aeronautical database must incorporate the current update cycle.
 - The KLN 94 Quick Reference, P/N 006-18228-000, Revision 1, dated August 2000 (or later applicable revision) must be available to the flight crew during instrument approach operations.
 - Instrument approaches must be conducted in the approach mode and RAIM must be available at the Final Approach Fix.

- APR ACTV mode must be annunciated at the Final Approach Fix.
- 4) Accomplishment of ILS, LOC, LOC-BC, LDA, SDF, and MLS approaches are not authorized.
- 5) When an alternate airport is required by the applicable operating rules, it must be served by an approach based on other than GPS or Loran-C navigation.
- 6) The KLN 94 can only be used for approach guidance if the reference coordinate datum system for the instrument approach is WGS-84 or NAD-83. (All approaches in the KLN 94 database use the WGS-84 or the NAD-83 geodetic datum).
- e. For BRNAV operations in the European region:
 - 1) With 23 (24 if the altitude input to the KLN 94 is not available) or more satellites projected to be operational for the flight, the aircraft can depart without further action.
 - 2) With 22 (23 if the altitude input to the KLN 94 is not available) or fewer satellites projected to be operational for the flight, the availability of the GPS integrity (RAIM) should be confirmed for the intended flight (route and time). This should be obtained from a prediction program run outside of the aircraft. The prediction program must comply with the criteria of Appendix 1 of AC90-96. In the event of a predicted continuous loss of RAIM of more than 5 minutes for any part of the intended flight, the flight should be delayed, cancelled, or rerouted on a track where RAIM requirements can be met.

Honeywell's Preflight, Version 2.0 or later computer based prediction program may be used for the RAIM prediction. Alternate methods should be submitted for approval in accordance with Advisory Circular AC90-96.

f. The aircraft must have other approved navigation equipment appropriate to the route of flight installed and operational.

SECTION 3 EMERGENCY PROCEDURES

There are no changes to the basic airplane emergency procedures when the KLN 94 GPS is installed.

- 1. If the KLN 94 GPS information is not available or invalid, utilize remaining operational navigation equipment as required.
- If a "RAIM NOT AVAILABLE" message is displayed while conducting an instrument approach, terminate the approach. Execute a missed approach if required.
- 3. If a "RAIM NOT AVAILABLE" message is displayed in the en route or terminal phase of flight, continue to navigate using the KLN 94 or revert to an alternate means of navigation appropriate to the route and phase of flight. When continuing to use the KLN 94 for navigation, position must be verified every 15 minutes (or as required by applicable country's operating rules) using another IFR approved navigation system.
- Refer to the KLN 94 Pilot's Guide, Appendices B and C, for appropriate pilot actions to be accomplished in response to annunciated messages.

SECTION 4 NORMAL PROCEDURES

OPERATION

Normal operating procedures are outlined in the KLN 94 GPS Pilot's Guide, P/N 006-18207-0000, dated September 2000 (or later applicable revision). A KLN 94 Quick Reference, P/N 006-18228-0000, dated August 2000 (or later applicable revision) containing an approach sequence, operating tips and approach related messages is intended as well for cockpit use by the pilot familiar with KLN 94 operations when conducting instrument approaches.

AUTOPILOT COUPLED OPERATION

The KLN 94 may be coupled to the KAP 140 autopilot by first selecting **GPS** on the NAV/GPS switch. Manual selection of the desired track on the pilot's DG heading bug is required to provide course datum to the KAP 140 autopilot. (Frequent course datum changes may be necessary, such as in the case of flying a DME arc.) The autopilot approach mode (APR) should be used when conducting a coupled GPS approach.

NOTE

NAV or APR coupled DME arc intercepts can result in excessive overshoots (aggravated by high ground speeds and/or intercepts from inside the arc).

APPROACH MODE SEQUENCING AND RAIM PREDICTION

A WARNING

FAMILIARITY WITH THE EN ROUTE OPERATION OF THE KLN 94 DOES NOT CONSTITUTE PROFICIENCY IN APPROACH OPERATIONS. DO NOT ATTEMPT APPROACH OPERATIONS IN IMC (INSTRUMENT METEOROLOGICAL CONDITIONS) PRIOR TO ATTAINING PROFICIENCY IN THE USE OF THE KLN 94.

The special use airspace alert will automatically be disabled prior to flying an instrument approach to reduce the potential for message congestion.

- Prior to arrival, select a STAR if appropriate from the APT 7 page. Select an approach and an initial approach fix (IAF) from the APT 8 page. The most efficient means of getting to these pages is initiated by pressing the PROC (PROCEDURE) button on the KLN 94.
 - a. Press PROC button,
 - b. Select Approach, Arrival or Departure.
 - Select the airport from the list or enter the desired airport identifier.
 - d. The APT 7 or APT 8 page will be displayed as appropriate.

NOTE

To delete or replace a DP, STAR or approach, select FPL 0 page. Place the cursor over the name of the procedure, press ENT to change it, or CLR then ENT to delete it.

2. En route, check for RAIM availability at the destination airport ETA on the OTH 3 page.

NOTE

RAIM must be available at the FAF in order to fly an instrument approach. Be prepared to terminate the approach upon loss of RAIM.

SECTION 9 - SUPPLEMENTS SUPPLEMENT 19 - FAA APPROVED

- 3. At or within 30 nm from the airport:
 - a. Verify automatic annunciation of APRARM.
 - b. Note automatic CDI needle scaling change from ±5.0 nm to ±1.0 nm over the next 30 seconds.
 - c. Update the KLN 94 altimeter baro setting as required.
 - d. Internally the KLN 94 will transition from en route to terminal integrity monitoring.
- 4. Select NAV 4 page to fly the approach procedure.
 - a. If receiving radar vectors, or need to fly a procedure turn or holding pattern, fly in OBS until inbound to the FAF.

NOTE

OBS navigation is TO-FROM (like a VOR) without waypoint sequencing.

- b. If receiving radar vectors, choose VECTORS as the IAF, activate vectors when the first vector for the approach is received and leave the unit in LEG mode.
- c. **NoPT** routes including DME arc's are flown in **LEG**. <u>LEG</u> is mandatory from the FAF to the MAP.

NOTE

NAV or APR coupled DME arc intercepts can result in excessive overshoots (aggravated by high ground speeds and/or intercepts from <u>inside</u> the arc).

WARNING

FLYING FINAL OUTBOUND FROM AN OFF-AIRPORT VORTAC ON AN OVERLAY APPROACH; BEWARE OF THE DME DISTANCE INCREASING ON FINAL APPROACH, AND THE GPS DISTANCE-TO-WAYPOINT DECREASING, AND NOT MATCHING THE NUMBERS ON THE APPROACH PLATE.

- 5. At or before 2 nm from the FAF inbound:
 - a. <u>Select the FAF as the active waypoint</u>, if not accomplished already.
 - b. Select LEG operation.
- 6. Approaching the FAF inbound (within 2 nm):
 - a. Verify APR ACTV.
 - b. Note automatic CDI needle scaling change from ±1.0 nm to ±0.3 nm over the 2 nm inbound to the FAF.
 - Internally the KLN 94 will transition from terminal to approach integrity monitoring.
- 7. Crossing the FAF and APR ACTV is not annunciated:
 - a. Do not descend.
 - b. Execute the missed approach.
- 8. Missed Approach:
 - a. Climb.
 - Navigate to the MAP (in APR ARM if APR ACTV is not available).

 NOTE

There is no automatic LEG sequencing at the MAP.

c. After climbing in accordance with the published missed approach procedure, press the Direct To button, verify or change the desired holding fix and press ENT.

Feb 23/01 \$19-15

GENERAL NOTES

- The aeronautical database must be up to date for instrument approach operation.
- Only one approach can be in the flight plan at a time.
- Checking RAIM prediction for your approach while en route using the AUX 3 page is recommended. A self check occurs automatically within 2 nm of the FAF. APR ACTV is inhibited without RAIM.
- Data cannot be altered, added to or deleted from the approach procedures contained in the database. (DME arc intercepts may be relocated along the arc through the NAV 4 or the FPL 0 pages).
- Some approach waypoints do not appear on the approach plates (including in some instances the FAF).
- Waypoint suffixes in the flight plan:
 - i -- IAF
 - f-- FAF
 - m -- MAP
 - h -- missed approach holding fix.
- •The DME arc IAF (arc intercept waypoint) will be on your present position radial off the arc VOR when you load the IAF into the flight plan, or the beginning of the arc if currently on a radial beyond the arc limit. To adjust the arc intercept to be compatible with a current radar vector, bring up the arc IAF waypoint in the NAV 4 page scanning field or under the cursor on the FPL 0 page, press CLR, then ENT. Fly the arc in LEG. Adjust the heading bug (if autopilot coupled) and CDI course with reference to the desired track value on the NAV 4 page (it will flash to remind you). Left/right CDI needle information is relative to the arc. Displayed distance is not along the arc but direct to the active waypoint. (The DME arc radial is also displayed in the lower right corner of the NAV 4 page.)

- The DME arc IAF identifier may be unfamiliar. Example: D098G where 098 stands for the 098° radial off the referenced VOR, and G is the seventh letter in the alphabet indicating a 7 DME arc.
- APRARM to APR ACTV is automatic provided that:
 - a. You are in APRARM (normally automatic).
 - b. You are in LEG mode.
 - c. The FAF is the active waypoint.
 - d. Within 2 nm of the FAF.
 - e. Outside of the FAF.
 - f. Inbound to the FAF.
 - g. RAIM is available.
- Direct-To operation between the FAF and MAP cancels APR
 ACTV. Fly the missed approach in APRARM.
- Flagged navigation inside the FAF may automatically bring up the message page stating:

PRESS PROC BUTTON NOW FOR NAVIGATION

Pressing the PROC button will usually restore navigation (not guaranteed) by changing from APR ACTV to APR ARM. Fly the missed approach.

 The instrument approach using the KLN 94 may be essentially automatic starting 30 nm out (with a manual baro setting update) or it may require judicious selection of the OBS and LEG modes.

SECTION 5 PERFORMANCE

There is no change to the airplane performance when this avionics equipment is installed. However, installation of an externally-mounted antenna or related external antennas, will result in a minor reduction in cruise performance.





Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T

AIRPLANES T18208001 AND ON

SUPPLEMENT 20

BENDIX/KING KMA 28 AUDIO SELECTOR PANEL

	•
SERIAL NO	
REGISTRATION NO	

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

FAA APPROVAL

PAA APPROVED UNDER FAR 21 SUBPART J The George Aircraft Co. Delegation Option Authorization DOA-100128-Cl (Adv.): a Cuttle of

Date: 19 March 2001

Member of GAMA
23 February 2001

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S20-1

BENDIX/KING KMA 28 AUDIO SELECTOR PANEL

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the Supplement. Pages which are affected by the current revision will carry the date of that revision

Revision Level	Date of Issue
0 (Original)	Feb. 23, 2001

LOG OF EFFECTIVITY PAGES

PAGE	DATE	PAGE	DATE
Title (S20-1) S20-2 S20-3 S20-4 S20-5 S20-6	Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01	\$20-7 \$20-8 \$20-9 \$20-10 \$20-11 \$20-12	Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01 Feb 23/01

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

		Airplane		
		Unit	Revision	Incorporated
Number	<u>Title</u>	Effectivity	<u>Incorporation</u>	In Airplane

BENDIX/KING KMA 28 AUDIO SELECTOR PANEL

SECTION 1 GENERAL

The Bendix/King KMA 28 Audio Selector Panel is a combination audio selector panel, cabin intercom, audio amplifier and marker beacon receiver. The audio amplifier powers the cockpit overhead speaker when selected.

Receiver audio is selected using ten back-lit pushbutton switches. Selected receivers can be identified by the illuminated green LED on the appropriate switch pushbutton. The rotary microphone selector switch automatically supplies the audio for the transceiver selected; The Com 1 and Com 2 switches permit the user to monitor or "guard" the audio from the other transceiver. All operating controls are shown and described in Figure 1.

An unamplified and unswitched stereo audio input is provided for an entertainment audio source (Walkman or similar Portable Electronic Device (PED)). The Entertainment audio input is located on the lower half of the cockpit center pedestal; the 3.5 mm stereo jack is labeled "AUX AUDIO IN". The KMA 28 includes the Soft Mute feature that lowers the audio level of the entertainment signal whenever radio or intercom audio is present. Refer to 14 CFR Part 91.21 and Advisory Circular No. 91.21-1() "Use of Portable Electronic Devices Aboard Aircraft" for further information and requirements regarding the use of portable electronic devices in aircraft.

The cabin intercom uses the IntellivoxTM automatic squelch circuit to minimize non-voice signals. The intercom audio level is set using the front-mounted intercom volume control; audio levels for the receivers and entertainment are controlled at the source.

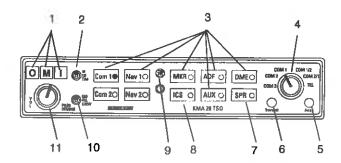
In this stereo installation, all headset locations are wired in parallel. If a monaural headset is plugged in at any location, one intercom channel will be shorted. Although no damage to the intercom will result, all stereo headset users will lose one audio channel. The monaural headset will perform normally.

A crystal-controlled superheterodyne marker beacon receiver with 3-light presentation is incorporated within the unit. Dimming circuitry for the marker beacon lamps automatically adjusts brightness appropriate to the cockpit ambient light level. HI and LO sensitivity and lamp test/receiver audio mute (T/M) functions are also provided.

Light dimming for the audio control panel is manually controlled by the RADIO light rheostat knob.

MARKER FACILITIES

MARKER	IDENTIFYING TONE	LIGHT*
Inner, Airway & Fan	Continuous 6 dots/sec (3000 Hz)	White
Middle	Alternate dots and dashes (1300 Hz)	Amber
Outer	2 dashes/sec (400 Hz)	Blue
	*When the identifying tone is keyed, the respective indicating light will blink accordingly.	



1. MARKER BEACON ANNUNCIATOR LIGHTS -- The three-light marker beacon receiver built into the KMA 28 gives a visual and aural signal when the ship's antenna passes over a 75 MHz beacon. The blue, amber, and white lights on the faceplate, as well as the audio tones, identify the beacon type.

OUTER [O] - Light illuminates blue to indicate passage of outer marker beacon.

MIDDLE [M] -- Light illuminates amber to indicate passage of middle marker beacon.

INNER, AIRWAY and FAN [I] -- Light illuminates white to indicate passage of ILS inner, airway or fan marker beacons.

2. MARKER BEACON SENSITIVITY & TEST/MUTE SELECT SWITCH — The three-position switch is used to set the receiver sensitivity and to test the annunciator lamps. When this switch is on "HI" (upper) position, the high sensitivity is selected which permits you to hear the outer marker tone about a mile out. At this point you may select the "LO" (middle) position to give you a more accurate location of the Marker. When used only for approach markers, many pilots choose to leave the switch in the LO sensitivity position. The "T/M" (bottom) position is a momentary switch that will illuminate all three lamps simultaneously to assure they are in working order. This switch also has a Marker Beacon "mute" function. Pushing the switch to the T/M position while receiving a marker beacon signal will cause the audio to be temporarily silenced. No action is required to restore the audio in time for the next beacon.

Figure 1. Bendix/King KMA 28 Audio Selector Panel (Sheet 1 of 5)

Feb 23/01 S20-5

- 3. RECEIVE AUDIO SELECT BUTTONS -- Push button audio selection is available for two Communications receivers ("COM 1", "COM 2"), two Navigation receivers ("NAV 1" and "NAV 2"), the internal Marker Beacon receiver ("MKR"), one DME, one ADF, one additional auxiliary receiver ("AUX") and a speaker amplifier ("SPR"). The "AUX" position could be used, for example, for a second DME or ADF. When a receiver's audio is selected, the green annunciator illuminates at the side of the button. Push the button again to deselect the receiver's audio. These buttons are "latched" type switches. When one of these buttons is pressed, it will stay in the "in" position until the button is pressed again and it will be put in the "out" position and removes that receiver from the audio. To provide additional feedback for button operation, activate the key "click" by pushing and holding both COM 1 and COM 2 receiver buttons for five seconds, and release. Repeat to defeat the click.
- 4. MICROPHONE SELECTOR SWITCH (MIC) -- Used to select the desired transmitter for the cockpit microphones. The "COM 1", "COM 2", and "COM 3" positions are for transmitting on the Com 1, Com 2, and Com 3 communications transceivers, respectively. When the mic selector switch is in the COM 1 position, both pilot and copilot will be connected to the COM 1 transceiver. Only the person who presses their Push-to-Talk (PTT) switch, will be heard over the aircraft radio. Turning the rotary switch to the COM 2 position will place pilot and copilot on COM 2. The KMA 28 gives priority to the pilot's PTT. If the copilot is transmitting, and the pilot presses his PTT, the pilot's microphone will be heard over the selected COM transmitter. Turning the mic selector counterclockwise to COM 3 places both the pilot and copilot on COM 3. Com 3 receiver audio is automatically placed in the headset (and speaker if selected). COM 1 and/or COM 2 receiver audio can be selected to monitor those transceivers. Audio from the selected transceiver is automatically heard in the headsets. This function can be checked by switching from COM 1 to COM 2 and watching the selected audio light on the selector change from COM 1 to COM 2. This ensures the pilot will always hear the audio from the transceiver he is transmitting on. When transmitting, the COM 1 or COM 2 LED audio selector will blink as a further indication of the selected transmitter. When switching the mic selector switch from COM 1 to COM 2, if the COM 1 audio has been selected, COM 1 audio will continue to be heard. When switching from COM 1 to COM 2 if COM 1 has NOT been selected, COM 1 audio will be switched off.

Figure 1. Bendix/King KMA 28 Audio Selector Panel (Sheet 2 of 5)

S20-6 Feb 23/01

TELEPHONE MODE (TEL) - The telephone mode is not available on this installation.

SPLIT MODE (COM 1/2 OR COM 2/1) -- Moving the mic selector switch to COM 1/2 places the KMA 28 into "split mode". This places the pilot on Com 1 and the copilot on Com 2. Switching to COM 2/1 will reverse the "split mode" radio selection. For more information regarding split mode operations, consult the Bendix/King Silver Crown Plus Avionics Systems Pilot's Guide, P/N 006-18110-0000.

- SWAP INDICATOR -- The swap function is not available on this installation.
- TRANSMIT INDICATOR -- This indicator illuminates when either Pushto-Talk (PTT) switch is pressed.
- SPEAKER SWITCH (SPR) This switch will place all selected audio on the cockpit speaker when selected.
- 8. CREW ICS/MUSIC 1 MUTE BUTTON (ICS) -- The front panel ICS button controls muting of the entertainment source. Pushing this button places the ICS in Karaoke (or sing along) mode, which inhibits the soft mute feature. The soft mute feature assures that the aircraft radio transmissions will not be missed due to entertainment playing. When there is radio reception or intercom conversation, the music level is dropped to background level. When the radio or intercom traffic ceases, the level gradually returns to normal. Karaoke allows the music to continue uninterrupted by intercom or radio traffic when cockpit workload is appropriate. Pushing the button again will release the mute inhibit function.

In split mode, the pilot and copilot are isolated from each other on the intercom, simultaneously using their respective radios. Depressing the ICS button in split mode will activate VOX intercom between the pilot and copilot positions. This permits intercommunication when desired between the crew. Pressing the ICS button again disables the crew intercom function.

 PHOTOCELL FOR AUTOMATIC DIMMING OF MARKER BEACON LIGHTS AND SELECT BUTTON -- The photocell in the faceplate automatically dims the marker lights as well as the green annunciators in the Speaker Audio Select Buttons for night operation.

Figure 1. Bendix/King KMA 28 Audio Selector Panel (Sheet 3 of 5)

- 10.INTERCOM MODE SELECT (ISO-ALL-CREW) -- A three-position mode switch that allows the pilot to tailor the intercom function to best meet the current cockpit situation.
 - ISO -- (Up Position) The pilot is isolated from the intercorn and is connected only to the aircraft radio system. The pilot will hear the aircraft radio reception (and sidetone during radio transmissions). The copilot will hear passenger's intercorn and Entertainment, while passengers will hear copilot intercorn and Entertainment. Neither will hear aircraft radio receptions or pilot transmissions.
 - ALL -- (Middle Position) All parties will hear the aircraft radio and intercom. Crew will hear Entertainment, passengers will hear Entertainment. During any radio or intercom communications, the music volume automatically decreases. The music volume increases gradually back to the original level after communications have been completed.

CREW -- (Down Position) Pilot and copilot are connected on one intercom channel and have exclusive access to the aircraft radios. They may also listen to Entertainment. Passengers can continue to communicate among themselves without interrupting the crew and also may listen to Entertainment. Anytime the KMA 28 is in either the COM 1/2 or COM 2/1 split modes, the pilot and copilot intercom is controlled with the ICS button. The passengers will maintain intercommunications, but never hear aircraft radios.

*	MODE	PILOT HEARS	COPILOT HEARS	PASSENGER HEARS	COMMENTS
	Isolate	A/C Radios Pilot Sidetone (during radio transmission) Entertainment is Muted	Copilot and pas- senger intercom Entertainment	Passenger and Co- pilot intercom Entertainment	This mode allows the pilot to communicate without the others bothered by the conversations. Copilot and passengers can continue to communicate and listen to music.
	All	Pilot Copilot A/C Radio Passengers Entertainment	Copilot Pilot A/C Radio Passengers Entertainment	Passengers Pilot Copilot A/C Radio Entertainment	This mode allows all to hear radio reception as well as communicate on the intercom. Music and intercom is muted during intercom and radio communications.
	Crew	Pilot Copilot A/C Radio Entertainment	Copilot Pilot A/C Radio Entertainment	Passengers Entertainment	This mode allows the pilot and copilot to concentrate on flying while the passengers can communicate amongst themselves.

Figure 1. Bendix/King KMA 28 Audio Selector Panel (Sheet 4 of 5)

S20-8 Feb 23/01

11. VOLUME CONTROL/POWER SWITCH/EMERGENCY OPERATION KNOB -- The KMA 28 unit is turned on and off by pushing the volume knob. In the OFF or EMG (Emergency) position, the pilot is connected directly to Com 1. This allows communication capability regardless of unit condition. Any time power is removed or turned off, the audio selector will be placed in the emergency mode. The power switch also controls the audio selector panel functions, intercom, and marker beacon receiver. Unless the mic selector is in Com 3 mode, at least one of the selected audio LED's will be on (Com 1 or Com 2). Turn the outer area of the knob to adjust the loudness of the intercom for the pilot and copilot only. It has no effect on selected radio levels, music input levels or passenger's volume level. Adjust the radios and intercom volume for a comfortable listening level for the pilot. Passenger volume can be adjusted at the headset. All passenger headsets are connected in parallel. Therefore, if a monaural headset is plugged into a stereo KMA 28 installation, one channel will be shorted. Although no damage to the unit will occur, all passengers will lose one channel.

NOTE

During KMA 28 operation in the OFF or EMG position, the audio is disabled preventing installed system alerts (autopilot disconnect tone) from being heard. The marker beacon receiver audio and annunciator lights will be inoperative.

Figure 1. Bendix/King KMA 28 Audio Selector Panel (Sheet 5 of 5)

SECTION 2 LIMITATIONS

- 1. PUSH OFF/EMG operation is prohibited during normal operations.
- 2. Use of the Entertainment audio input (and PED) is prohibited during takeoff and landing.
- 3. Use of the Entertainment audio input (and PED) is prohibited under IFR unless the operator of the aircraft has determined that the use of the 12 VDC power supply and the connected portable electronic device(s) will not cause interference with the navigation or communication system of the airplane.

NOTE

During KMA 28 operation in the OFF or EMG position, the audio is disabled preventing installed system alerts (autopilot disconnect tone) from being heard. The marker beacon receiver audio and annunciator lights will be inoperative.

SECTION 3 EMERGENCY PROCEDURES

In the event of a failure of the KMA 28, as evidenced by the inability to transmit in COM 1, 2 or 3.

Volume Control/Power Switch/Emergency Operation Knob -- Push OFF.

NOTE

This action bypasses the KMA 28 and connects the pilot's mic/headset directly to COM 1.

SECTION 4 NORMAL PROCEDURES

AUDIO CONTROL SYSTEM OPERATION:

- 1. MIC Selector Switch -- Turn to desired transmitter.
- 2. SPEAKER and Audio Select Button(s) SELECT desired receiver(s).

NOTES

Rotation of the MIC selector switch selects the Com audio automatically.

MARKER BEACON RECEIVER OPERATION:

- 1. TEST Position -- HOLD toggle down momentarily to verify all lights are operational.
- SENS Selections -- Select HI sensitivity for airway flying or LO for ILS/LOC approaches.

The Entertainment audio input ("AUX AUDIO IN") is unswitched, so there is no means of deselecting the entertainment source except by unplugging the Audio Input connector. In the event of failure of the "Soft Mute" function or during periods of high pilot workload and/or heavy radio traffic, it may be wise to disable the Entertainment audio to eliminate a source of distraction for the flight crew.

NOTE

Use caution with audio cables in the cabin to avoid entangling occupants or cabin furnishings and to prevent damage to cables.

Disconnect the audio cable from the Entertainment audio input jack whenever the PED is not in use.

NOTE

Passenger briefing should specify that Entertainment audio input (and PED) use is permitted only during the enroute phase of flight.

SECTION 5 PERFORMANCE

There is no change to the airplane performance when this avionic equipment is installed. However, the installation of an externally mounted antenna or related external antennas, will result in a minor reduction in cruise performance.

S20-12 Feb 23/01



Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T

AIRPLANES T18208001 AND ON

SUPPLEMENT 21

BENDIX/KING KMD 550
MULTI-FUNCTION DISPLAY

SERIAL NO.	
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SEE KLN 94	
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S21-1

BENDIX/KING KMD 550 MULTI-FUNCTION DISPLAY

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the Supplement. Pages which are affected by the current revision will carry the date of that revision

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LOG OF EFFECTIVITY PAGES

PAGE	DATE	PAGE	DATE
Title (S21-1)	Feb 23/01	S21-6	Feb 23/01
S21-2	Feb 23/01	S21-7	Feb 23/01
S21-3	Feb 23/01	S21-8	Feb 23/01
S21-4	Feb 23/01	S21-9	Feb 23/01
S21-5	Feb 23/01	S21-10 blank	Feb 23/01

SERVICE BULLETIN CONFIGURATION LIST

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BENDIX/KING KMD 550 MULTI-FUNCTION DISPLAY

SECTION 1 GENERAL

WARNING

NEVER REMOVE THE DATABASE CARD WHILE THE UNIT IS SWITCHED ON AND NEVER ATTEMPT TO SWITCH THE UNIT ON WHEN THERE IS NO DATABASE CARD INSTALLED.

The KMD 550 is a multi-function display that combines an internal aeronautical and cartographic database with external GPS data to display current aircraft position on a 5-inch diagonal screen. In addition to position, the KMD 550 can display weather avoidance information when optional sensor equipment is installed. The KMD 550 is powered from the AVIONICS MASTER BUS 1 switch and is current-protected by the GPS circuit breaker.

The KMD 550 is operated via a joystick, a series of five Power Keys that are located along the right side of the unit, a series of Function Select Keys located along the bottom, and an inner and outer Control Knob. The joystick allows movement of the pointer in MAP mode and is used to select and change setup fields. The appropriate key labels for a particular page are configured in software and displayed alongside the appropriate key. The rotary brightness control is used for adjusting the brightness of the screen.

Operational guidance for the KMD 550 Multi-function Display is provided with the Bendix/King KMD 550 Pilot's Guide (supplied with the airplane). This Pilot's Guide provides a detailed explanation of each of the display screen pages, with a step-by-step tutorial on each of them.

The KMD 550 is designed to be used as a supplemental navigation system. You should always carefully compare indications from your KMD 550 unit with the information available from all other navigation sources including NDB's, VOR's, DME's, visual sightings, charts, etc. For safety, any discrepancies observed should be resolved immediately.

A CAUTION

THIS EQUIPMENT IS NOT A REPLACEMENT FOR YOUR CHART. IT IS INTENDED AS AN AID TO NAVIGATION ONLY.

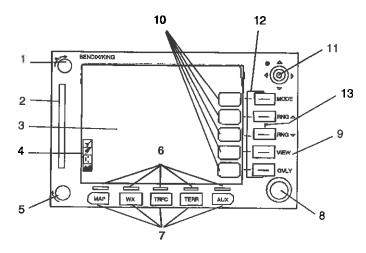
A WARNING

NEVER USE THE WEATHER DISPLAYED ON THIS EQUIPMENT AS YOUR SOLE REFERENCE FOR WEATHER AVOIDANCE.

CHANGING THE DATABASE CARD

To change the data card follow these simple steps:

- Turn off the KMD 550.
- 2. Grasp the data card and pull it straight out of it's socket.
- 3. With the card facing upward, as indicated on its label, insert the new data card being careful to align the card with the socket then press the new card firmly into place.
- 4. Turn the unit on and check for correct operation. If the new data card contains a newer version of operating software the unit will update the operating system to this newer version. Status bars will be displayed during the update process.



- 1.BRIGHTNESS CONTROL -- Clockwise rotation will increase the brightness of the display. Counter-clockwise rotation decreases the display brightness.
- 2. DATABASE CARD -- The database card contains the aeronautical and topographical database for the KMD 550. Updated database cards are available by subscription every 28 days. The KMD 550 is not an IFR primary-means-of-navigation system. Therefore, its use as an advisory navigation system does not mandate that the database be current. However, it is strongly recommended from a safety viewpoint that you continue to keep your database current.
- 3. DISPLAY -- The KMD 550 utilizes a 5" diagonal, color active matrix liquid crystal display.
- 4. AVAILABLE FUNCTIONS LEGEND -- These icons indicate what functions are available and their current status. The icons shown depend on what optional sensor equipment is installed and how it is configured.

Figure 1. Bendix/King KMD 550 Multi-Function Display (Sheet 1 of 3)

- 5. ON/OFF CONTROL -- Rotating clockwise to the "ON" position provides power to the KMD 550. Rotating counter-clockwise to the "OFF" position removes power from the unit.
- FUNCTION SELECT INDICATORS -- When a function key is pressed, the Function Select Indicator above it will illuminate to show that this function is presently being displayed.
- 7. FUNCTION SELECT KEYS -- These keys are used to select available data sources (as indicated on the key) for display. Pressing the same key multiple times will sequence through the available pages associated with that function.
- CONTROL KNOB -- The inner and outer Control Knobs, located in the lower right of the unit are not functional in this installation.
- 9. POWER LABELS -- When the Power Label is illuminated on the right side of the key, that key's function is dedicated to the function described by the label and that function is active. The following is a list of the dedicated functions:
 - MODE -- Pressing this key will sequence through all available modes associated with the displayed page.
 - RNG -- Pressing this key will increase the range scale one level on the displayed page. Range scales on other pages will not be affected.
 - RNG Pressing this key will decrease the range scale one level on the displayed page. Range scales on other pages will not be affected.
 - VIEW -- Pressing this key will sequence through the available views associated with the displayed page.

Figure 1. Bendix/King KMD 550 Multi-Function Display (Sheet 2 of 3)

S21-6 Feb 23/01

- OVLY -- Pressing the Overlay Key allows data from more than once source to be displayed simultaneously on the screen. Soft labels will indicate which data sources are available for overlay.
- 10. SOFT LABELS -- Soft Labels are located to the left of the Power Keys in the display area. The description indicated in the label describes the key's present function related to the displayed page. Whenever a new function is selected, by pressing a key with a Soft Label, a new display is shown along with its new key labels.
- 11. JOYSTICK -- This a pointing device that moves a mouse-like pointer around the display. It is primarily used for pointing at items on the map for further information and for measuring range and bearing to specific points. The joystick is also used to modify configuration settings on the AUX setup pages.
- 12. POWER KEYS -- These five keys are used to manipulate the page being displayed. Their present functionality can be indicated by the use of Soft Labels on the left side of the key or Power Labels on the right side of the key.
- 13. FAULT INDICATOR -- The Fault Indicator is located between the Range buttons. If this small "F" is illuminated, a system hardware problem exists. This could be caused by the unit falling a self-test or an improper installation configuration. If the Fault Indicator appears, cycle the unit power. If the fault reoccurs, the unit needs to be taken to an authorized service center to correct the configuration or repair the unit.

NOTE

If the fault indicator is lit, refer to KMD 550 Pilot's Guide for service instructions.

Figure 1. Bendix/King KMD 550 Multi-Function Display (Sheet 3 of 3)

STARTUP DISPLAY

This display will be seen after power-up. The Stormscope logo will be present if a Stormscope is installed and enabled. The self-test results are also displayed. Pressing the OK soft key will show the next display. The expiration date of the Jeppesen database must be acknowledged by again pressing the OK soft key.

POP-UP HELP DISPLAYS

Pop-up status displays are shown if a Function Key or available Power Key is pressed and held for longer than two seconds. These can help provide a reference for monitoring the status of selected functions and overlays.

GPS DATA SOURCES

The KMD 550 accepts GPS data from the KLN 94. The active flight plan and waypoints are imported directly from the KLN 94.

DISPLAY ICONS

When showing any map screen - airports, navaids, towns, intersections, user waypoints and many other data classes are represented by symbols or icons, some of which are user selectable in the Map Setup Screens. Please refer to Map Setup in the Getting Started section of the KMD 550 Pilot's Guide for further details.

SECTION 2 LIMITATIONS

The KMD 550 Multi-Function Display Pilot's Guide must be readily available to the flight crew when operating the KMD 550.

SECTION 3 EMERGENCY PROCEDURES

There is no change to the airplane emergency procedures when the KMD 550 Multi-Function Display is installed.

SECTION 4 NORMAL PROCEDURES

There is no change to the airplane normal procedures when the KMD 550 Multi-Function Display is installed.

SECTION 5 PERFORMANCE

There is no change to the airplane performance when the KMD 550 Multi-Function Display is installed.





Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T AIRPLANES T18208001 AND ON SUPPLEMENT 22

12 VOLT CABIN POWER SYSTEM

SERIAL NO	
REGISTRATION NO.	

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the 12 Volt Cabin Power System is installed.

FAA APPROVAL

FAA APPROVED UNDER FAR 21 SUBPART J The Cosene Amount Co. Cetagetion Option Authorization DOA-100129-CI

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Executive Engine

Date: 19 March 2001

Member of GAMA
23 February 2001

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SUPPLEMENT 22

12 VOLT CABIN POWER SYSTEM

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the Supplement. Pages which are affected by the current revision will carry the date of that revision

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LOG OF EFFECTIVITY PAGES

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Title (S22-1)	Feb 23/01	S22-5	Feb 23/01
S22-2	Feb 23/01	S22-6	Feb 23/01
S22-3	Feb 23/01	S22-7	Feb 23/01
S22-4	Feb 23/01	S22-8 blank	Feb 23/01

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<u>Number</u>	<u>Title</u>	<u>Effectivity</u>	<u>Incorporation</u>	<u>in Airpiane</u>

SUPPLEMENT

12 VOLT CABIN POWER SYSTEM

SECTION 1 GENERAL

The 12 Volt Cabin Power System provides passenger access to a fixed direct current (DC) voltage for powering portable electronic devices (PED). The remote power outlet (RPO), labeled "CABIN PWR 12V", is located on the lower portion of the cockpit center pedestal (See Figure 1). The RPO conforms to ARINC 628 Part 2 requirements for commercial airline in-seat power connectors, except that the Cabin Power System supplies automotive-type 12 VDC, in lieu of the 15 VDC provided by the airlines.

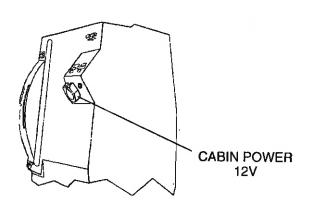


Figure 1. 12 Volt Cabin Power System Connector

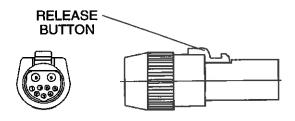


Figure 2. Mating Plug

The mating plug is a plastic 9-pin circular connector with a quick disconnect push button release (Hypertronics D02PBMRTH-0025 or equivalent) (See Figure 2). Adapter cable assemblies are available that feature the ARINC 628 plug with a standard automotive cigarette lighter socket (Radio Shack, Cat. No. 270-1580 or similar). Most laptop computer manufacturers and a number of accessory manufacturers (Absolute Battery, Mobility Electronics, USI, Extended Microdevices, etc.) can provide suitable power cables for these devices. A light-colored mating plug is preferred for visibility.

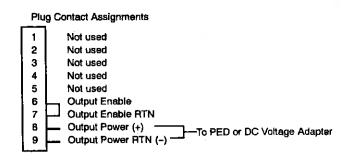


Figure 3. Mating Plug Wiring

Power is supplied to the 12-volt Cabin Power System from a DC to DC power converter located in the tailcone of the aircraft. The power converter receives 28 VDC power from the "CABIN LTS/PWR" circuit breaker located on the electrical switch/circuit breaker panel. By using two small signal pins located in the Cabin Power System connector, the power converter will not supply power to the Cabin Power connector when there is nothing plugged in.

Refer to 14 CFR 91.21 and Advisory Circular No. 91.21-1() "Use of Portable Electronic Devices Aboard Aircraft" for further information and requirements regarding the use of portable electronic devices in aircraft.

SECTION 2 LIMITATIONS

The following limitations must be adhered to:

- The 12 Volt Cabin Power System is not certified for supplying power to flight-critical communications or navigation devices.
- 2. Use of the 12 Volt Cabin Power System is prohibited during takeoff and landing.
- 3. Use of the 12 Volt Cabin Power System is prohibited under IFR unless the operator of the aircraft has determined that the use of the 12 VDC power supply and the connected portable electronic device(s) will not cause interference with the navigation or communication systems of the airplane.

SECTION 3 EMERGENCY PROCEDURES

There is no change to the airplane emergency procedures when the 12 Volt Cabin Power System is installed. The system is disabled by unplugging the power or adapter cable from the 12 Volt Cabin Power System connector. In the event of an alternator failure, load shedding of nonessential auxiliary equipment may be accomplished by simply unplugging equipment from the connector.

SECTION 4 NORMAL PROCEDURES

The pilot must be familiar with the location of the 12 Volt Cabin Power System connector and with the operation of locking and release features common to the connector and power/adapter cables.

A CAUTION

USE CAUTION WITH POWER/ADAPTER CABLES IN THE CABIN TO AVOID ENTANGLING OCCUPANTS OR CABIN FURNISHINGS AND TO PREVENT DAMAGE TO CABLES SUPPLYING LIVE ELECTRIC CURRENT.

- 1. 12 volt power shall be limited to a maximum of 10 amps. If a load in excess of this limit is applied to the Cabin Power System connector the "CABIN LTS/PWR" circuit breaker may open or the protection circuitry in the DC to DC power converter may limit the excess power by lowering the supplied voltage below 12 volts.
- 2. The 12 volt Cabin Power System may not be used to charge lithium batteries.

A CAUTION

CHARGING OF LITHIUM BATTERIES MAY CAUSE THE LITHIUM BATTERIES TO EXPLODE.

NOTE

Take care to observe the manufacturer's power requirements prior to plugging any device into the 12 volt Cabin Power System connector.

NOTE

During passenger briefing, it must be explained that use of the PED (portable electronic device) is not permitted during takeoffs and landings.

NOTE

Disconnect the power/adapter cable from the Cabin Power System connector whenever the PED (portable electronic device) is not in use.

SECTION 5 PERFORMANCE

There is no change to the airplane performance when this equipment is installed.





Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

CESSNA MODEL T182T

AIRPLANES T18208001 AND ON

SUPPLEMENT 23

BFGoodrich WX-500 Stormscope®

SERIAL NO	
#1	
REGISTRATION NO	

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual when the WX-500 Stormscope® is installed.

FAA APPROVAL

FAA APPROVED LINDER FAR 21 SUSPART J The Course Alexalt Co. Delegation Digital Authorization DOA-100125-CB

Date: March 20, 2001

Member of GAMA
23 February 2001

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T182TPHUS-S23-00

SUPPLEMENT 23

BFGoodrich WX-500 Stormscope®

The following Log of Effective Pages provides the date of issue for original and revised pages, as well as a listing of all pages in the Supplement. Pages which are affected by the current revision will carry the date of that revision

Revision Level	Date of Issue
0 (Original)	Feb. 23, 2001

LOG OF EFFECTIVITY PAGES

PAGE	DATE	PAGE	DATE
Title (S23-1)	Feb 23/01	S23-4	Feb 23/01
S23-2	Feb 23/01	S23-5	Feb 23/01
S23-3	Feb 23/01	S23-6	Feb 23/01

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

Number	Title	Airplane Unit Effectivity	Revision Incorporation	Incorporated In Airplane
Halliber	11110			

SUPPLEMENT

BFGoodrich WX-500 Stormscope®

SECTION 1 GENERAL

The BFGoodrich WX-500 Stormscope® Series II Weather Mapping Sensor is a "black-box" type weather sensor/processor that uses an external controller/display unit for control input and output display functions. In this aircraft, the WX-500 is integrated with the Honeywell KMD 550 Multifunction Display (MFD) for the control and display of all Stormscope® functions. See the KMD 550 Pilot's Guide for more information regarding operation of the KMD 550 Multifunction Display.

A CAUTION

THE WX-500 STORMSCOPE® IS APPROVED FOR USE ONLY IN AVOIDING HAZARDOUS WEATHER (THUNDERSTORMS); USE OF THE WX-500 TO PENETRATE HAZARDOUS WEATHER IS PROHIBITED.

The Stormscope® sensor detects electrical discharge (lightning) activity through a dedicated antenna mounted on the bottom of the airplane. The Stormscope® processor continuously acquires electrical discharge data and performs self-test functions to ensure that the data presented to the pilot is always current and reliable when displayed. The system is heading-stabilized, so that the proper orientation of displayed data relative to the airplane position during maneuvering is maintained.

The WX-500 Stormscope® maps electrical discharge activity at ranges up to 200 nautical miles (nm) and displays that activity map to the flight crew, either centered on the airplane position (360° view) or ahead of the airplane position through 60° on either side of the airplane heading (120° view).

No dedicated external power control for the WX-500 is provided. The WX-500 is powered through the AVIONICS MASTER BUS 2 switch and is current-protected by the STRMSCOPE circuit breaker. At startup, the WX-500 will perform self-tests and provide error messages, if necessary, through the KMD 550 display. See the WX-500 User's Guide for recommended actions if an error message appears.

WX-500 availability is confirmed at startup by the appearance of the Stormscope® logo at the upper right hand corner of the startup screen for the KMD 550 display. WX-500 weather data availability is signaled during operation by the small lightning bolt icon shown at the lower left hand corner of the KMD 550 display. A yellow lightning bolt on a light blue background signifies that Stormscope® data is being displayed. A black lighting bolt on a gray background indicates that Stormscope® data is not being displayed. A black lightning bolt on a gray background with a red slash and circle (international "NO" symbol) indicates that there is a problem with the WX-500 unit.

The WX-500 System Menu may be accessed by selecting the AUX Function Key on the KMD 550 and the Smart Key next to the WX SETUP label. This screen permits the user to select a system self-test, noise check, strike test or to view and edit system installation settings. As with most sophisticated electronic devices, the user should defer changes to the system setup and installation settings to a qualified and experienced avionics technician.

WX-500 weather data can be displayed exclusively or may be displayed (overlayed) on the moving map display. Selecting the WX Function Key on the KMD 550 provides for exclusive display of Stormscope® weather data. The user may select the desired view (360° or 120°) by pressing the VIEW Smart Key. The range (25 to 200 nautical miles) may be selected by using the RNG △ or RNG ▽ Smart Keys; the 25 nautical mile range ring is displayed regardless of the range selected. The user may also choose between Strike or Cell display modes using the MODE Smart Key. See the WX-500 User's Guide for information regarding Strike and Cell mode display differences.

To overlay weather data on the Map Mode display of the KMD 550, while in Map Mode, select the OVLY Function Key and then the Smart Key next to the STORMSCOPE label. Lightning strikes will be depicted on the Map Mode display as red lightning bolts. The Stormscope® display mode (Strike or Cell) will be as selected on the WX display page. View and Range settings will be as set for the Map Mode page.

NOTE

In evaluating lightning strike data, it may be useful to clear the accumulated strike points on the display from time to time by moving the KMD 550 joystick control and then monitoring the reappearance of strike activity on the cleared display.

SECTION 2 LIMITATIONS

The WX-500 Stormscope® is approved only as an aid to hazardous weather (thunderstorm) avoidance; use for hazardous weather penetration is prohibited.

The Honeywell Bendix/King® KMD 550 Multi-Function Display Pilot's Guide must be available to the flight crew when operating the WX-500 Stormscope®.

The BFGoodrich WX-500 Stormscope® Series II Weather Mapping Sensor User's Guide must be available to the flight crew when operating the WX-500 Stormscope®.

SECTION 3 EMERGENCY PROCEDURES

There is no change to the airplane emergency procedures when the BFGoodrich WX-500 Stormscope® is installed.

SECTION 4 NORMAL PROCEDURES

Static discharge from the static wicks on the tail may cause false indications of lightning strikes at the 6 o'clock position with the 200 nm range selected.

Refer to the WX-500 User's Guide under "Error Message Recommended Actions" for discontinuing use of the Stormscope® if a Stormscope® error message appears.

SECTION 5 PERFORMANCE

There is no change to the airplane performance when the BFGoodrich WX-500 Stormscope® is installed.

Aircraft Weight and Balance Revision

Tail Number:	N379SA			Date: 6/17/0	4	
Prepared by: Way-Point Avionics In 3802 20th St. N Fargo, ND 58102	C.			Work Order No Type Certificate Data No:		
Aircraft Make: Cessna	Model:		Serial No:		Time:	
Registered Owner: C & D Enterprises LLC	T182T		T18208074 Address: 2727 1st Ave Fargo, ND 58		192.8	
Maximum Weight	3100		ange FWD	AFT	· · · · · · · · · · · · · · · · · · ·	
As Received; Date of 10/1/02 Notes:	Previous Weight and Balance:	Us	seful Load: 1016.9	EW: 2083.1	EWCG: 36.47	Moment: 76178.10
notes:						
				Weight	Arm	Moment
Installed PS Engineeri	ng PXE7300 Stereo/CD Player	(P/N 1	1970) 	2.6	17	44.20
Installed PS Engineeri	ng Remote Satellite Radio Rec	eiver		2.6	128	332.80
Installed PS Engineeri	ng Satellite Radio Antenna (P/	N 510-7	739-2300)	.2	135	27.00
-				0.00	0.00	0.00
				0.00	0.00	0.00
			N	0.00	0.00	0.00
			3	0.00	0.00	0.00
				0.00	0.00	0.00
	<u> </u>			0.00	0.00	0.00
				0.00	0.00	0.00
X As Calculated	Moment 76582.10		New Empt	y Weight CG	New	Useful Load
As Weighed Weight 2088.50			1011	.50		
		2*	Signature	Nu	gh	he
	Repair Agency PS5D\$20N or License No:					

gular cold coll 10th

Tulsair Beechart Memphis Inc

Weight and Balance / Equipment Revision list

MAKE:

Cessna

MODEL:

T182T

SERIAL #:

T18208074

REGISTRATION

N379SA

DESCRIPTION	WEIGH"	r ARM	MOMENT
ORIGINAL WEIGHT	2,080.0	0 36.44	75795.00
INSTALLED EQUIPMENT	/		
KDR 510 Receiver	2.5	131.5	328.75
KAC 503 Module	0.1	= 11.0	1.10
CI 122 Antenna	0.5	106.5	53.25
NEW AIRCRAFT EMPTY WEIGHT	2083.1	36.57	76178,10

MAXIMUM TAKE-OFF WEIGHT

3,100.00

NEW USEFUL LOAD

1016.9

NEW C.G

36.57

NEW MOMENT

76178.10

DATE:

10/1/02

WORK ORDER #

260340

TUSAIR BEECHCRAFT/ MEMPHIS INC.

2030 WINCHESTER RD

HANGAR # 6, SUITE 500

MEMPHIS, TN 38118

AP 355380496 IA

BY

Robert G Antis

(MKTRJT35) ALLIED SIGNAL AEROSPACE PAGE 1

COMMERCIAL AVIONICS SYSTEMS
PIR ATTACHMENT REPORT

5:33:38

PRINTED 7/19/2001 PRINTED 7/19/2001 (FINAL)

Work Order Number T1828074 Aircraft Serial# T1828074

Aircraft Type 182 Cessna 182
Package Option SEP182N2-04 FK601D 182 NAV2

DELIVERY SET S Servos

Unit Number	Part Number	Description	Qty	Serial Number
		•	-	
KA 0051B	071-01242-0006	SLAVE CTL 28V BLK HORZ MOUNT	1	32255
KA 0092	071-01553-0200	GPS ANTENNA	1	35083
KC 0140	065-00176-7702	FLT COMPUTER-2AXISW/ALTPRE	1	5327
KCM0100	071-00073-5000	CONFIGURATION MODULE	1	8410
KG 0102A	060-00015-0000	GYRO MOUNT	1	46992
KI 0209	066-03056-0003	VOR/LOC/GS IND W/ANTI REFLECT	1	77605
KI 0525A	066-03046-0007	HSI 30/400HZ HDG SYNC HELC	1	91261
KLN0094	069-01034-0101	KLN94 COLOR GPS TSO	1	4049
KLN0094	071-00163-0103	KLN94 AMERICAS DATABASE CARD	1	N/A
KM 0275	065-00030-0000	SERVO MOUNT	1	51640
KM 0275	065-00030-0000	SERVO MOUNT	1	51578
KM 0275	065-00030-0000	SERVO MOUNT	1	51602
KMA0028	066-01176-0101	AUDIO MKR/INTERCOM/STERO/SPLIT	1	A01534
KMD0540	066-04035-0301	MULTI-FUNCT DISPLAY SC	1	2132
XMD0540	071-00161-0101	AMERICAS DATABASE CARD	1	N/A
KMT0112	071-01052-0000	FLUX VALVE KI525A	1	62373
KN 0072	066-04009-0000	UNIV LOC/VOR CVTR	1	17928
KS 0270C	065-00178-2200	PITCH SERVO, DUAL SG-2.40 RPM	1	4433
KS 0271C	065-00179-0100	PRIMARY SERVO-3.6 RPM	1	6354
KS 02720	065-00180-2700	TRIM SERVO - 3.6 RPM	1	4130
KT 0076C	066-01156-0101	KPDR ATCRBS DIGITAL SC PLUS	1	13056
KX 0155A	. 069-01032-0101	NAV/COM 25KHZ/28V G/S	1	20999
KX 0155A	. 069-01032-0101	NAV/COM 25KHZ/28V G/S	1	21040

WEIGHT & BALANCE AND INSTALLED EQUIPMENT DATA

CESSNA AIRCRAFT COMPANY

SINGLE ENGINE DIVISION



MODEL	SERIAL & REGI	STRATION	WEIGHT	ARM	MOMENT
T182T	T18208074	N379SA	(lbs)	(in)	(Jlb-in)
(calculated)	STANDARD EMP	TY WEIGHT	2,023.0	35.907	72,640
INSTALLED I	EQUIPMENT		Net Chan	ge from Standard Mirc	raft
ALTIMETER W/20 FT MARKING	GS, INCHES OF MERC	URY, 20,000	0.0	0.000	0
BASIC AVIONICS KIT INSTALL	ATION		0.0	0.000	0
C/B PANEL EXCHANGE			0.6	16.500	10
DUAL VACUUM SYSTEM, ENG	SINE DRIVEN		0.0	0.000	0
EMERGENCY LOCATOR TRAI	NSMITTER INSTL		0.0	0.000	0
ENGINE, LYCOMING TIO-540	AK1A		0.0	0.000	0
GYRO INSTALLATION			ø.o	0.000	0
HSI INSTALLATION			13.6	98.500	1,340
KAP 140 DUAL AXIS AUTOPIL	ОТ	0	0.0	0.000	0
KLN 94 GPS INSTALLATION			5.0	16.300	82
KMA 28 AUDIO/INTERCOM/MA	ARKER BEACON INSTL	12 10 g. 07	0.0	0.000	0
KMD 540 MULTI-FUNCTION D	ISPLAY INSTALLATION	0000	6.1	13.100	80
KT 76C MODE C TRANSPOND	ER INSTALLATION	200	0.0	0.000	0
KX 155A NAV/COM #1 W/G.S.	<i>b</i>	v2 10°	0.0	0.000	0
KX 155A NAV/COM #2 W/G.S.		•	6.8	17.300	118
MD41-233 NAV/GPS SWITCH	INSTALLATION /		0.2	16.500	3
MD41-24 REMOTE RELAY			0.8	16.500	13
OXYGEN BOTTLE INSTALLAT	ION		0.0	0.000	0
PROPELLER, MCCAULEY, 3-B	BLADE, B3D36C442/80V	'SB-1	0.0	0.000	0
STORMSCOPE INSTALLATION	N/		5,5	119.500	657
VINYL/LEATHER SEATS	/		2.0	61.761	124
WHEEL FAIRING INSTL			16.4	44.500	730

The weight and balance data shown in this report are computed on the basis of Federal Aviation Administration approved procedures for establishing fleet weight averages. [Far 21.327(f)(2)]

Weighed: 7/17/01 Printed: 1/31/02

This list contains all installed optional equipment and avionics. All weights and arms are the installed difference from a standard equipped aircraft. For a detailed list of aircraft equipment weight and balance data, please refer to the comprehensive equipment list in the pilots operating handbook.

BASIC EMPTY WEIGHT	2,080.0	36.440	75,795
USEFUL LOAD	1,030.0		
MAXIMUM RAMP WEIGHT	3,110.0		
MAXIMUM TAKE-OFF WEIGHT	3,100.0	<u> </u>	Revised 26 Feb. 2001

Airplane Orde

OPERATIONS

CHANGE 2

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INVOICE TO	SHIP TO			CONTROL NO.
Single Engine Mkt.	Domestic			T18208074
				410074
CUSTOMER ORDER NO.	MODEL.		-	DATE
	Turbo Skylane			03-15-01
				LÖCK NO.
				ENGINE NUMBER FOREALH.
SERIAL NO.	REGISTRATION	0.1	05 14 01	AFT/R.H.
T18208074	W/A- TEMP-	01	05-14-01	
Ī	N379SA	01		PROPELLER NUMBER
				AFT/R.H.
				I

	EQUIPMENT AS	Y			CHANGE
ITEM	F.K. NUMBER	DESCRIPTION	NO. T	YPE	DATE
		EXTERIOR			
1	514D	Exterior-Blue/Green			
		INTERIOR			
2	737C	Leather Touch Seats			
		OPTIONAL EQUIPM	//ENT		
3	601D	Nav II Avionics			
4	015C	Wheel Fairings			
5	132C	Tow Bar	2	Α	07-30-0
			1		
			1 1		
			1 1		
					1

Page 1 of 1

PAINT UPHOLSTERY AND TRIM
PRODUCTION DATE

CLEAN UP

DELIVERY DATE
Per Prod Schedule



A WOLD ABOUT LEATHER

Real leather is a natural product, and as such will always bear the markings of its natural origin. It is these "marks of life" that make each hide entirely unique.

These marks in no way detract from the finished product - in fact, they enhance it by providing it with character and individuality. Combined with its amazingly graceful aging properties, leather can actually improve with time and wear.

Because no two hides are alike and textures vary, dye and finish penetrations will differ, however carefully applied. It takes two hides for Model 172, three hides for Model 182, and four hides for Model 206. While every attempt is made to achieve uniformity, some variation in color may occur: but this, like many natural marks and features on a hide, forms part of the natural charm of the finished seat.