

AIRPLANE HANDLING, SERVICE AND MAINTENANCE

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INTRODUCTION

This section contains factory recommended procedures for proper ground handling and routine care and servicing of your airplane. 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 a 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, Safety Alerts and Service Newsletters. All service bulletins pertaining to the airplane by serial number should be accomplished and the airplane should receive repetitive and required inspections. Modifications not approved by Cessna 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 POH 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 and ASTM Standard Number can be found on the Identification Plate, located on the aft left tailcone.

CESSNA OWNER ADVISORIES

Cessna Owner Advisories are sent to Cessna Aircraft FAA Registered owners of record at no charge to inform them about Safety Alerts, mandatory Notice of Corrective Actions and/or beneficial airplane service requirements and product changes. Copies of the actual bulletins are available from Cessna Service Stations and Cessna Propeller Aircraft Customer Services.

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 airplane registration name and address which you have provided to Cessna. Therefore, it is important that you provide correct and up to date mailing information to Cessna.

If you require a duplicate Owner Advisory to be sent to an address different from the aircraft registration address on file at Cessna, 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.

PUBLICATIONS

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

- Pilot's Operating Handbook and Flight Training Supplement
- Pilot's Checklist
- Garmin G300 Pilot's Guide 190-00921-00 (latest revision)
- Passenger Briefing Card
- Customer Care Handbook

To obtain additional publications or owner advisory information, you may contact Cessna Customer Service at (316) 517- 5800, Fax (316) 517-7271 or write to Cessna Aircraft Company, P.O. Box 7706, Wichita, KS 67277, Dept 569C.

To obtain additional Garmin publications, you may contact Garmin Customer Service at Garmin International, Inc, (913) 397-8200, Fax (913) 397-8282, 1200 East 151st Street, Olathe, Kansas 66062, USA or visit the Garmin website (www.Garmin.com) for current updates and supplemental information.

The following additional publications, plus many other supplies that are applicable to your airplane, are available from a Cessna Service Station.

- Information Manual (contains Pilot's Operating Handbook Information)
- Maintenance Manual, Wiring Diagram Manual and Illustrated Parts Catalog

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PUBLICATIONS (Continued)

Cessna Service Stations have 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 which is lost or destroyed may be replaced by contacting a Cessna Service Station.

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 Special Airworthiness Certificate (FAA Form 8130-7)
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 Checklist

Recommended to be carried in the airplane at all times:

1. Current Pilot's Operating Handbook and Flight Training Supplement
2. Garmin G300 Pilot's Guide 190-00921-00 (latest revision)
3. Weight and Balance, and associated papers
4. Equipment List

To be made available upon request:

1. Airframe Logbook
2. Engine Logbook
3. Propeller 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 Customer Care Handbook and Customer Care Card, be carried in the airplane at all times.

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, airplanes operated for hire to provide in-flight instruction must have a complete inspection every 100 hours of operation.

Cessna and the FAA may require other inspections by the issuance of Service Bulletins, Safety Alerts and Airworthiness Directives applicable to the airplane, engine, propeller and components. It is the responsibility of the owner/operator to ensure compliance with all applicable Service Bulletins, Safety Alerts and Airworthiness Directives and when the inspections are repetitive, to take appropriate steps to prevent inadvertent noncompliance.

CESSNA INSPECTION PROGRAMS

Airplane owners should keep in mind that 14 CFR 61 and 14 CFR 65 establishes the requirement that properly certified agencies or personnel accomplish all required FAA inspections and most of the manufacturer recommended inspections.

CESSNA CUSTOMER CARE PROGRAM

Specific benefits and provisions of the Cessna Warranty plus other important benefits for you are contained in your Customer Care Handbook supplied with your airplane. The Customer Care Handbook should be thoroughly reviewed and kept in the airplane at all times.

You will also want to return to your Cessna Service Station at 25, 50 and 100 hours inspections. 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 14 CFR 43 to perform limited maintenance on his/her airplane. Refer to 14 CFR 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 current Maintenance Manual must be obtained prior to performing any preventive maintenance to ensure that proper procedures are followed. A Cessna Service Station should be contacted for further information or for required maintenance which must be accomplished by appropriately licensed personnel.

ALTERATIONS OR REPAIRS

It is essential that a Cessna Service Station 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 Cessna Aircraft Company Approved components and Cessna Approved data, such as Cessna Service Bulletins, Cessna Approved Modification Kits and/or Cessna Approved Maintenance Manuals.

GROUND HANDLING

TOWING

The airplane is most easily and safely maneuvered by hand with a tow bar attached to the nosewheel. When towing with a vehicle, do not exceed the nose gear turning angle of 57.5° either side of center, or damage to the nose landing gear will result.

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 will also increase tail height.

CAUTION

DO NOT APPLY PRESSURE ON THE ELEVATOR OR HORIZONTAL STABILIZER SURFACES. WHEN PUSHING ON THE TAILCONE, ALWAYS APPLY PRESSURE AT A FUSELAGE BULKHEAD TO AVOID BUCKLING THE SKIN.

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GROUND HANDLING (Continued)

PARKING

When parking the airplane, head into the wind and set the parking brake. Failure to park into the wind may allow wing flaps to blow down randomly. External control gust locks are recommended to prevent flap blow down. If external gust locks are not available and if forced to park the airplane with the tail into the wind, place the flaps in the FULL down position and secure airplane per the TIEDOWN procedure listed below. 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 stick lock and chock the wheels. In severe weather and high wind conditions, tie the airplane down as outlined in the following paragraph.

TIEDOWN

Proper tiedown procedure is the best precaution against damage to the parked airplane by gusty or strong winds. To tiedown the airplane securely, proceed as follows:

1. Set the parking brake and install the control wheel lock.
2. Secondary Cabin Door Latches (if installed) - CHECK (verify latch in OPEN position)
3. Install surface control gust locks over the vertical stabilizer and rudder and between the flaps and fuselage flap fairing island.
4. Tie sufficiently strong ropes or chains (700 pounds tensile strength) to the wing, tail and nose tiedown fittings and secure each rope or chain to a ramp tiedown.
5. Install a pitot tube cover.

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GROUND HANDLING (Continued)

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. When using the individual gear strut jack pad, flexibility of the gear strut may 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.

CAUTION

DO NOT APPLY PRESSURE ON THE ELEVATOR OR HORIZONTAL STABILIZER SURFACES. WHEN PUSHING ON THE TAILCONE, ALWAYS APPLY PRESSURE AT A FUSELAGE BULKHEAD TO AVOID BUCKLING THE SKIN.

If nose gear maintenance is required, the nosewheel may be raised off the ground by pressing down on a aft fuselage tailcone bulkhead, just forward of the horizontal stabilizer, and allowing the tail to rest on the tail tiedown ring.

To assist in raising and holding the nosewheel off the ground, ground anchors should be utilized at the tail tiedown 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 or the engine truss mount.

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GROUND HANDLING (Continued)

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 raise the main landing gear to properly center the bubble in the level. The fuselage wing carry through spar in the cabin may be used to level the airplane laterally.

FLYABLE STORAGE

Engines in airplanes that are flown every 30 days or less 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 170°F to 220°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.

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 Teledyne Continental Motors (TCM) Service Information Letter SIL99-1 or later revision (www.tcmlink.com).

It is recommended when storing the airplane for any period of time to keep fuel tanks full to minimize condensation in tanks. Keep the battery fully charged to prevent the electrolyte from freezing in cold weather. Refer to the Maintenance Manual for proper airplane storage procedures.

SERVICING

■ In addition to the Preflight Inspection covered in Section 4 of this POH, 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 a Cessna Service Station concerning these requirements and begin scheduling your airplane for service at the recommended intervals.

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

SAE J1966 Aviation Grade Non-Dispersant Mineral Oil: Used when the airplane was delivered from the factory and should be used to replenish the supply during the first 25 hours. This oil should be drained and the filter changed after the first 25 hours of operation. Refill the engine with SAE J1966 Aviation Grade Non-Dispersant Mineral Oil and continue to use until a total of 50 hours has accumulated or oil consumption has stabilized.

SAE J1899 Aviation Grade Ashless Dispersant Oil: Oil conforming to Teledyne Continental Motors (TCM) Service Information Letter SIL99-2B, and all revisions and supplements thereto, **must be used** after first 50 hours or oil consumption has stabilized.

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 versus viscosity ranges.

Temperature	SAE J1966 Non-Dispersant Mineral Oil SAE Grade	SAE J1899 Ashless Dispersant Oil SAE Grade
Above 4°C (40°F)	50	50, 15W-50, 20W-50 or 25W-60
Below 4°C (40°F)	30	30, 15W-50, 20W-50 or 25W-60
All Temperatures	M20W-50	15W-50, 20W-50 or 25W-60

NOTE

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

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OIL (Continued)

CAPACITY OF ENGINE SUMP

The engine has a total capacity of 5.5 U.S. quarts, with the oil filter accounting for approximately 0.33 U.S. quarts of that total. The engine must not be operated on less than 3.5 U.S. 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 non-dispersant mineral oil and use until a total of 50 hours has accumulated or oil consumption has stabilized; then change to 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. A periodic check of these items during subsequent servicing operations is recommended.

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

Total Capacity	25.46 U.S. GALLONS (96.34 I)
Total Usable	24.00 U.S. GALLONS (90.82 I)
Total Capacity Each Tank	12.73 U.S. GALLONS (48.17 I)
Total Usable Each Tank	12.00 U.S. GALLONS (45.41 I)

NOTE

- To ensure maximum fuel capacity and minimize crossfeeding when refueling, always park the airplane in a wings level, normal ground attitude. Refer to Figure 1-1 for normal ground attitude dimensions.
- The fuel filler assembly is equipped with indicator tabs for 3/4, 1/2 and 1/4 fuel quantities.
- Maximum full capacity is indicated when fuel reaches the upper hole of the indicator tab. This fuel level allows for proper thermal expansion. Filling the fuel tank above the upper hole eliminates expansion space resulting in fuel venting overboard through the fuel vent.

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FUEL (Continued)

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.

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.

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FUEL (Continued)

FUEL ADDITIVES (Continued)

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.
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.

WARNING

ANTI-ICING ADDITIVE IS DANGEROUS TO HEALTH WHEN BREATHED AND/OR ABSORBED INTO THE SKIN.

CAUTION

MIXING OF DIEGME WITH FUEL IS EXTREMELY IMPORTANT. A CONCENTRATION IN EXCESS OF THAT RECOMMENDED (0.15% BY VOLUME MAXIMUM) MAY RESULT IN DETRIMENTAL EFFECTS TO THE FUEL TANK AND SEALANT, AND DAMAGE TO O-RINGS AND SEALS USED IN THE FUEL SYSTEM AND ENGINE COMPONENTS. A CONCENTRATION OF LESS THAN THAT RECOMMENDED (0.10% BY TOTAL VOLUME MINIMUM) WILL RESULT IN INEFFECTIVE TREATMENT. USE ONLY BLENDING EQUIPMENT THAT IS RECOMMENDED BY THE MANUFACTURER TO OBTAIN PROPER PROPORTIONING.

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FUEL (Continued)

FUEL ADDITIVES (Continued)

FUEL MIXING RATIO

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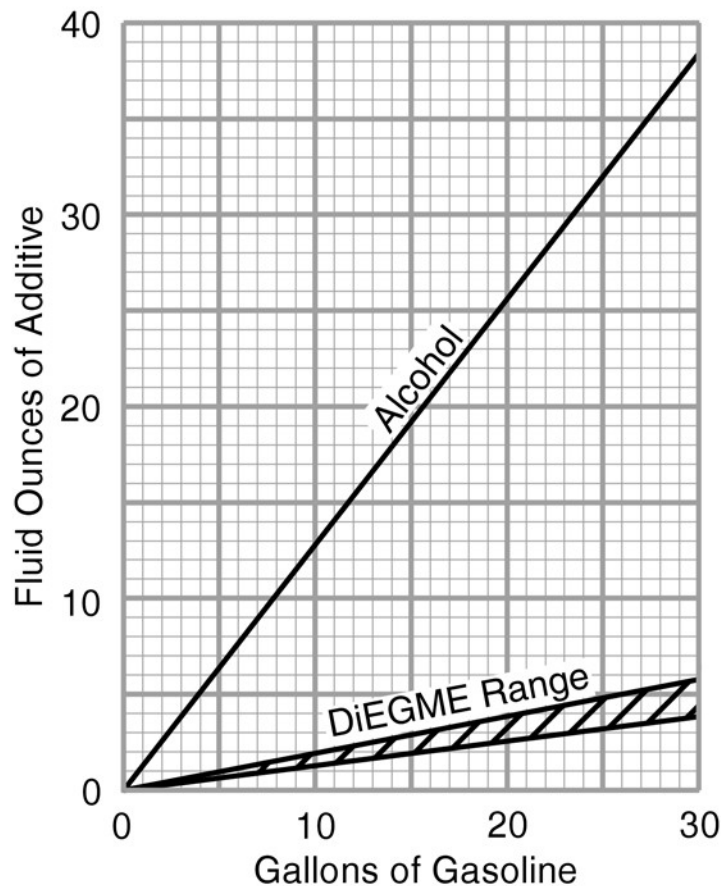


Figure 8-1*

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.

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FUEL (Continued)

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 strainer and fuel sump 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 POH, should be used, and fuel additives should not be used unless approved by Cessna and the Federal Aviation Administration.

LANDING GEAR

Consult the following table for servicing information on the landing gear.

COMPONENT	SERVICING CRITERIA
Nose Wheel (4.00-5, 8-Ply Rated Tire)	38.0 PSI +/- 2.0 PSI
Main Wheel (5.00-5, 4-Ply Rated Tire)	30.0 PSI +/- 2.0 PSI
Brakes	MIL-H-5606

CLEANING AND CARE

WINDSHIELD AND WINDOWS

The plastic windshield and windows should be cleaned with an airplane 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. The inside of the windshield should be cleaned with a anti-fog cleaning agent.

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. 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.

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CLEANING AND CARE (Continued)

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. 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.

CAUTION

HARSH OR ABRASIVE SOAPS OR DETERGENTS WHICH CAUSE CORROSION OR SCRATCHES SHOULD NEVER BE USED ON THE PAINTED ALUMINUM STRUCTURE.

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.

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CLEANING AND CARE (Continued)

PROPELLER CARE

COMPOSITE PROPELLER

Preflight inspection should include inspection of the propeller for cracks, missing material, exposed fibers, bubbled areas, or other visually evident damage. Inspect the leading edge guard for delamination or cracks.

WARNING

OPERATION WITH DAMAGED OR DELAMINATED LEADING EDGE GUARDS MAY RESULT IN SEPARATION OF THE LEADING EDGE GUARD OR FAILURE OF THE PROPELLER BLADE.

ALUMINUM PROPELLER

Preflight inspection should include inspection of the propeller blades for nicks and scratches. Small nicks on the propeller, particularly near the tips and on the leading edges, should be monitored.

WARNING

OPERATION WITH NICKS OR SCRATCHES IN THE LEADING EDGE GREATER THAN 0.125 INCHES MAY RESULT IN CRACKS OR FAILURE OF THE PROPELLER BLADE.

ENGINE CARE

The engine may be cleaned, using a suitable solvent, in accordance with instructions in the 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 airplane Maintenance Manual for proper lubrication of controls and components after engine cleaning. The induction air filter should be replaced when its condition warrants, not to exceed 500 hours.

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CLEANING AND CARE (Continued)

INTERIOR CARE

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

Blot up any spilled liquid promptly with cleansing tissue or rags. Do not 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 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.

CAUTION

HARSH OR ABRASIVE SOAPS OR DETERGENTS WHICH CAUSE CORROSION OR SCRATCHES SHOULD NEVER BE USED ON THE PAINTED ALUMINUM STRUCTURE.

For complete information related to interior cleaning, refer to the Maintenance Manual.

AVIONICS CARE

The Garmin G300 and avionics displays have an anti-reflective coating that is very sensitive to skin oils, waxes, ammonia, and abrasive cleaners. Clean the displays as described in the G300 Pilot's Guide.