



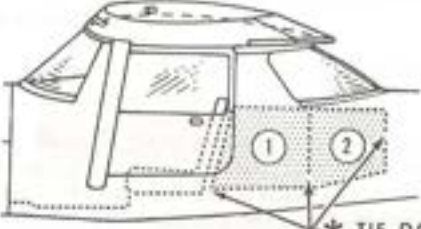
N8255F

SAMPLE LOADING PROBLEM	Sample Airplane		Your Airplane	
	Weight (lbs)	Moment (lb.-ins. /1000)	Weight	Moment /1000
1. Licensed Empty Weight (Sample Airplane) ..... Empty CG 33.8	1038	34.2	1074.7	36.373
2. Oil - 60ts.* ..... Included in BEW	11	-0.1	XX	XXX
3. Pilot & Passenger ..... Arm 39	340	13.3		
4. Fuel - Std. Tanks (22.5 Gal at 6# /GAL) ..... Arm 42.5	135	5.7		
5. Baggage-Area 1 (or children on child's seat) ..... Arm 62.5	76	4.9		
6. Baggage-Area 2	0	0.0		
7. Total Aircraft Weight (Loaded)	1600	58.0		

8. Locate this point (1600 at 58.0) on the center of gravity envelope and since this point falls within envelope the loading is acceptable.

\*Note: Normally full oil may be assumed for all flights.

### BAGGAGE LOADING AND TIE-DOWN

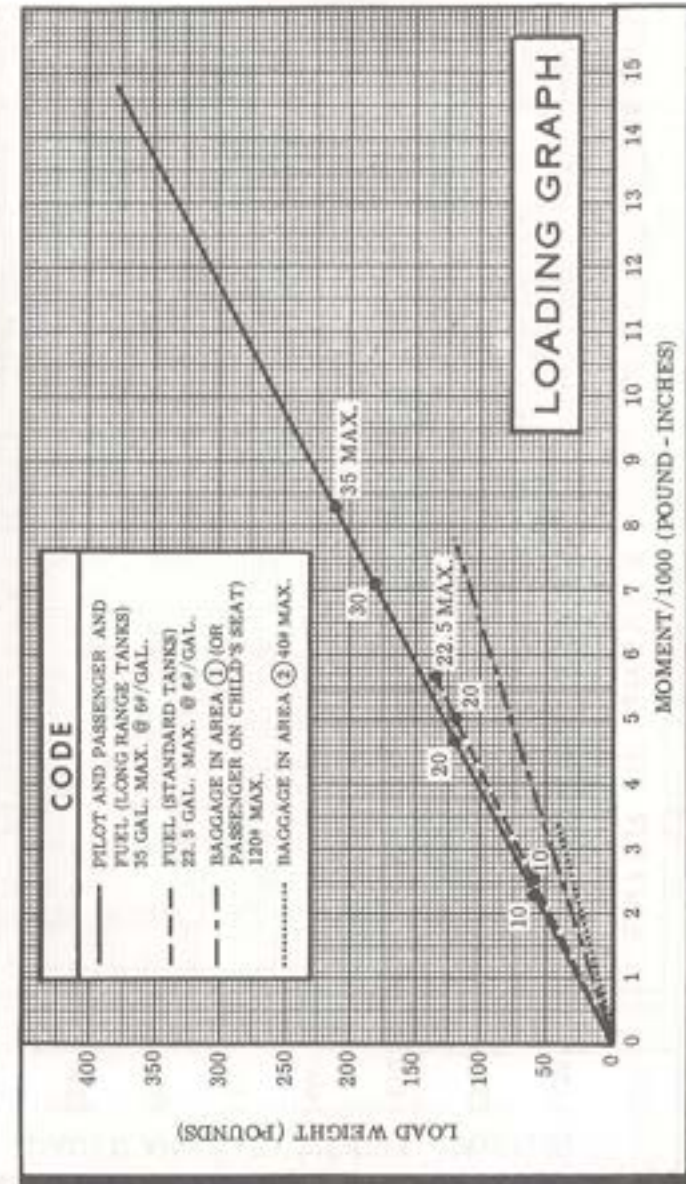


**BAGGAGE AREA  
MAXIMUM ALLOWABLE LOADS**

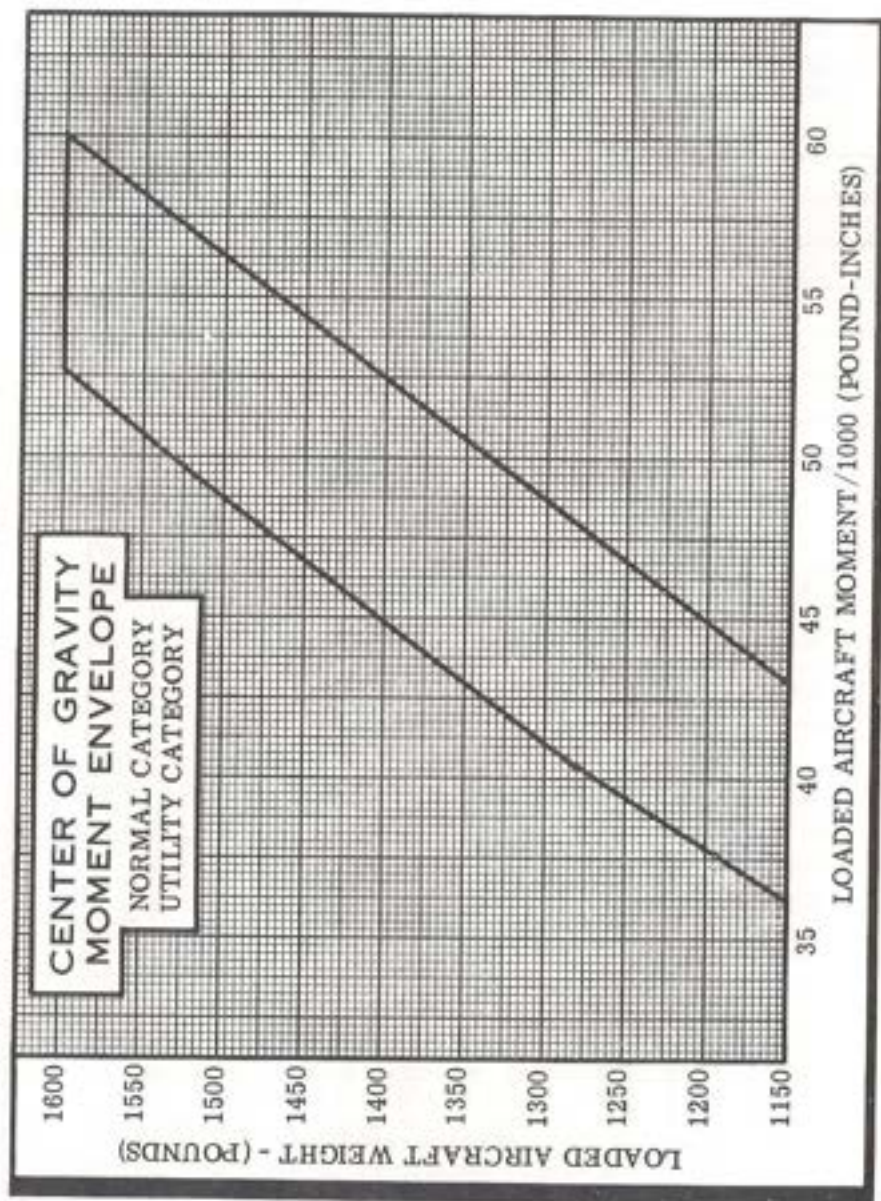
AREA ① = 120 POUNDS  
 AREA ② = 40 POUNDS  
 AREAS ① + ② = 120 POUNDS

\* TIE-DOWN NET  
ATTACH POINTS

\* A cargo tie-down net is provided to secure baggage in the baggage area. The net attaches to six tie-down rings. Two rings are located on the floor just aft of the seat backs and one ring is located two inches above the floor on each cabin wall at the aft end of area ①. Two additional rings are located at the top, aft end of area ②. At least four rings should be used to restrain the maximum baggage load of 120#.







## Section

ONE FIFTY

## IV

### CARE OF THE AIRPLANE

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

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

### GROUND HANDLING.

The airplane is most easily and safely maneuvered by hand with a tow-bar attached to the nose wheel.

#### NOTE

When using the tow-bar, never exceed the turning angle of 30°, either side of center, or damage to the gear will result.

### MOORING YOUR AIRPLANE.

Proper tie-down is the best precaution against damage to your parked airplane by gusty or strong winds.

To tie down your airplane securely, proceed as follows:

- (1) Set parking brake and install control wheel lock.
- (2) Install a surface control lock between each aileron and flap.
- (3) Tie sufficiently strong ropes or chains (700 pounds tensile strength) to wing and tail tie-down fittings, and secure each rope