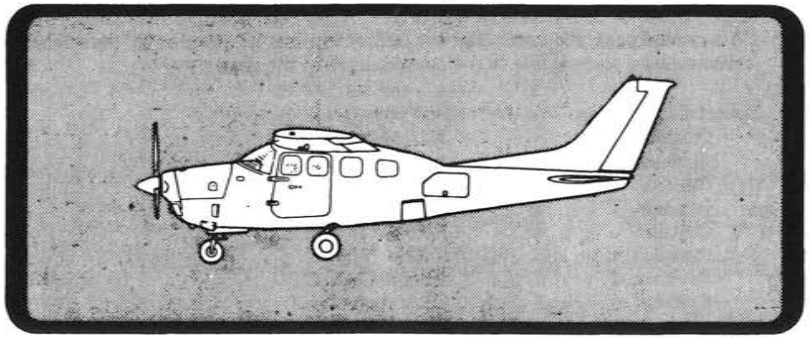
PILOT'S OPERATING HANDBOOK

Cessna®



PRESSURIZED CENTURION

1978 MODEL P210N

Serial No._____

Registration No._____

THIS HANDBOOK INCLUDES THE MATERIAL REQUIRED TO BE FURNISHED TO THE PILOT BY CAR PART 3 AND FAR PART 23

CESSNA AIRCRAFT COMPANY

WICHITA, KANSAS, USA

D1124-7-13

REVISION 7

SECTION 3
EMERGENCY PROCEDURES

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11. Land on the main wheels first, avoiding the slow and high type of flare-out.
12. Missed approaches should be avoided whenever possible because of severely reduced climb capability. However, if a go-around is mandatory, make the decision much earlier in the approach than normal. Apply maximum power and maintain 95 KIAS while retracting the flaps slowly in 10° increments. Retract the landing gear after immediate obstacles are cleared.

STATIC SOURCE BLOCKAGE
(Erroneous Instrument Reading Suspected)

1. Alternate Static Source Valve -- PULL ON.
2. Airspeed -- Consult appropriate table in Section 5.
3. Altitude -- Cruise 50 feet higher and approach 30 feet higher than normal.

LANDING GEAR MALFUNCTION PROCEDURES

LANDING GEAR FAILS TO RETRACT

1. Master Switch -- ON.
2. Landing Gear Lever -- CHECK (lever full up).
3. Landing Gear and Gear Pump Circuit Breakers -- IN.
4. Gear Up Light -- CHECK.
5. Landing Gear Lever -- RECYCLE.
6. Gear Motor -- CHECK operation (ammeter and noise).

LANDING GEAR FAILS TO EXTEND

1. Landing Gear Lever -- DOWN.
2. Emergency Hand Pump -- EXTEND HANDLE, and PUMP (perpendicular to handle until resistance becomes heavy -- about 65 cycles).

NOTE

It takes about 55 cycles (110 strokes) to extend the gear (light on) and about 10 more (until resistance becomes heavy) to close the gear doors.

3. Gear Down Light -- ON.

NOTE

If the landing gear still does not extend, attempt another manual extension with the dump valve control handle

pulled out (to prevent the possibility of sudden cabin pressurization) and the avionics power and master switches turned off to eliminate any possible electrical malfunctions. After extension, turn the master switch back on to check that the gear down indicator light is illuminated. Turn the avionics power switch back on if needed.

4. Pump Handle -- STOW.

GEAR UP LANDING

1. Seat Belts and Shoulder Harnesses -- SECURE.
2. Landing Gear Lever -- UP.
3. Landing Gear and Gear Pump Circuit Breakers -- IN.
4. Runway -- SELECT longest hard surface or smooth sod runway available.
5. Wing Flaps -- 30° (on final approach).
6. Airspeed -- 75 KIAS.
7. Cabin Door -- UNLATCH PRIOR TO TOUCHDOWN.
8. Avionics Power and Master Switches -- OFF when landing is assured.
9. Touchdown -- SLIGHTLY TAIL LOW.
10. Mixture -- IDLE CUT-OFF.
11. Ignition Switch -- OFF.
12. Fuel Selector Valve -- OFF.
13. Airplane -- EVACUATE.

LANDING WITHOUT POSITIVE INDICATION OF GEAR LOCKING

1. Before Landing Check -- COMPLETE.
2. Approach -- NORMAL (full flap).
3. Landing Gear and Gear Pump Circuit Breakers -- IN.
4. Landing -- TAIL LOW as smoothly as possible.
5. Braking -- MINIMUM necessary.
6. Taxi -- SLOWLY.
7. Engine -- SHUTDOWN before inspecting gear.

LANDING WITH A DEFECTIVE NOSE GEAR (Or Flat Nose Tire)

1. Movable Load -- TRANSFER to rear seat.
2. Passenger -- MOVE to rear seat.
3. Before Landing Checklist -- COMPLETE.
4. Runway -- SELECT LONGEST, HARD SURFACE or SMOOTH SOD available.

5. Wing Flaps -- 30°.
6. Cabin Door -- UNLATCH PRIOR TO TOUCHDOWN.
7. Avionics Power and Master Switches -- OFF when landing is assured.
8. Land -- SLIGHTLY TAIL LOW.
9. Mixture -- IDLE CUT-OFF.
10. Ignition Switch -- OFF.
11. Fuel Selector Valve -- OFF.
12. Elevator Control -- HOLD NOSE OFF GROUND as long as possible.
13. Airplane -- EVACUATE as soon as it stops.

LANDING WITH A FLAT MAIN TIRE

1. Before Landing Check -- COMPLETE.
2. Approach -- NORMAL (full flap).
3. Touchdown -- GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control.
4. Directional Control -- MAINTAIN using brake on good wheel as required.

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

OVER-VOLTAGE LIGHT ILLUMINATES

1. Avionics Power Switch -- OFF.
2. Master Switch -- OFF (both sides).

NOTE

If operating in unpressurized flight, the dump valve control handle should be pulled to the dump position prior to shutting off all electrical power, to avoid the possibility of sudden pressurization of the cabin.

3. Master Switch -- ON.
4. Over-Voltage Light -- OFF.
5. Avionics Power Switch -- ON.

If over-voltage light illuminates again:

6. Flight -- TERMINATE as soon as practical.

In the event of an engine-driven fuel pump failure during takeoff, immediately hold the left half of the auxiliary fuel pump switch in the HI position until the airplane is well clear of all obstacles. Upon reaching a safe altitude, reduce the power settings to give cruise power. Then release the HI side of the switch, allowing the right side of the switch to remain in the ON position for level flight.

This ON position provides a reduced fuel flow which results in lean mixtures at two portions of the manifold pressure range. For example, at 2500 RPM, excessively lean mixtures with resulting roughness and/or power drop off are experienced at approximately 22 inches (just before the throttle switch activates) and again at 28 or more inches of manifold pressure.

To avoid these areas of rough engine operation, select 2200 RPM and sufficient manifold pressure within the green arc range for the flight condition at hand. If more power is required, use progressively more RPM and select a manifold pressure where smooth engine operation and normal airspeed can be obtained.

The landing approach should be planned so that approximately 15 inches of manifold pressure can be used. If the throttle is brought back to idle position, the mixture becomes very rich. This could cause a sluggish power response if the throttle had to be advanced rapidly during landing.

LOW OIL PRESSURE

If low oil pressure is accompanied by normal oil temperature, there is a possibility the oil pressure gage or relief valve is malfunctioning. A leak in the line to the gage is not necessarily cause for an immediate precautionary landing because an orifice in this line will prevent a sudden loss of oil from the engine sump. However, a landing at the nearest airport would be advisable 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.

LANDING GEAR MALFUNCTION PROCEDURES

In the event of possible landing gear retraction or extension malfunctions, there are several general checks that should be made prior to initiating the steps outlined in the following paragraphs.

In analyzing a landing gear malfunction, first check that the master switch is ON and the LDG GEAR and GEAR PUMP circuit breakers are in; reset if necessary. Also, check both landing gear position indicator lights for operation by "pressing-to-test" the light units and rotating them at the same time to check for open dimming shutters. A burned-out bulb can be replaced in flight by using the bulb from the remaining gear position indicator light.

RETRACTION MALFUNCTIONS

If the landing gear fails to retract normally or an intermittent GEAR UP indicator light is present, check the indicator light for proper operation and attempt to recycle the landing gear. Place the landing gear lever in the GEAR DOWN position. When the GEAR DOWN light illuminates, reposition the gear lever in the GEAR UP position for another retraction attempt. If the GEAR UP light still fails to illuminate, the flight may be continued to an airport having maintenance facilities, if practical. If gear motor operation is audible after a period of one minute following gear lever retraction actuation, pull the GEAR PUMP circuit breaker switch to prevent the electric motor from overheating. In this event, remember to re-engage the circuit breaker switch just prior to landing. Intermittent gear motor operation may also be detected by momentary fluctuations of the ammeter needle.

EXTENSION MALFUNCTIONS

Normal landing gear extension time is approximately 11 seconds. If the landing gear will not extend normally, perform the general checks of circuit breakers and master switch and repeat the normal extension procedures at a reduced airspeed of 100 KIAS. The landing gear lever must be in the down position with the detent engaged. If efforts to extend and lock the gear through the normal landing gear system fail, the gear can be manually extended (as long as hydraulic system fluid has not been completely lost) by use of the emergency hand pump. The hand pump is located between the front seats.

A checklist is provided for step-by-step instructions for a manual gear extension.

If gear motor operation is audible after a period of one minute following gear lever extension actuation, pull the GEAR PUMP circuit breaker to prevent the electric motor from overheating. In this event, remember to re-engage the circuit breaker just prior to landing.

GEAR UP LANDING

If the landing gear remains retracted or is only partially extended, and

all efforts to fully extend it (including manual extension) have failed, plan a wheels up landing. In preparation for landing, reposition the landing gear lever to GEAR UP and push the LDG GEAR and GEAR PUMP circuit breakers in to allow the landing gear to swing into the gear wells at touchdown. Then proceed in accordance with the checklist.

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

Malfunctions in the electrical power supply system can be detected by periodic monitoring of the ammeter and over-voltage warning light; however, the cause of these malfunctions is usually difficult to determine. A broken alternator drive belt or wiring is the most likely cause of alternator failures, although other factors could cause the problem. A damaged or improperly adjusted voltage regulator 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 paragraphs below 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 taxiing) 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 could be adversely affected by higher than normal voltage if a faulty voltage regulator is causing the overcharging. To preclude these possibilities, an over-voltage sensor will automatically shut down the alternator and the over-voltage warning light will illuminate if the charge voltage reaches approximately 30 to 31 volts. Assuming that the malfunction was only momentary, an attempt should be made to reactivate the alternator system.

NOTE

If operating in unpressurized flight, the dump valve control handle should be pulled to the dump position prior to shutting off all electrical power, to avoid the possibility of sudden pressurization of the cabin.

SECTION 7
AIRPLANE & SYSTEMS DESCRIPTIONS

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LANDING GEAR SYSTEM

The landing gear is a retractable, tricycle type with a steerable nose wheel and two main wheels. Shock absorption is provided by the tubular spring-steel main landing gear struts and the air/oil nose gear shock strut. Each main wheel is equipped with a hydraulically actuated disc-type brake on the inboard side of the wheel.

Landing gear extension and retraction, wheel well door operation, and up and down lock operation is accomplished by hydraulic actuators powered by an electrically-driven hydraulic power pack (see figure 7-8). The power pack assembly is housed within the control pedestal. Hydraulic system fluid level may be checked by utilizing the dipstick/filler cap, on the power pack, behind a snap-out cover panel on the right side of the control pedestal. The system should be checked at 25-hour intervals. If the fluid level is at or below the ADD line on the dipstick, hydraulic fluid (MIL-H-5606) should be added.

Power pack operation is initiated by a landing gear lever, and is turned off by a pressure switch. Two position-indicator lights are provided to show landing gear position. The landing gear system is also equipped with a nose gear safety switch, an emergency extension hand pump, and a gear-up warning system.

LANDING GEAR LEVER

The landing gear lever, mounted to the left of the engine controls, has two positions (up labeled GEAR UP and down labeled GEAR DOWN) which give a mechanical indication of the gear position selected. From either position, the lever must be pulled out to clear a detent before it can be repositioned. Moving the lever out of the GEAR DOWN detent will start the hydraulic power pack and open the gear doors. Positioning the lever in the GEAR UP position will direct hydraulic pressure to retract the landing gear. Operation of the landing gear system to extend the gear will not begin until the landing gear lever is repositioned in the GEAR DOWN detent.

LANDING GEAR POSITION INDICATOR LIGHTS

Two position indicator lights, mounted adjacent to the landing gear lever, indicate that the gear is either up or down and locked. The lights are the press-to-test type. The gear-down indicator light (green) has two positions; with the light pushed in half way (throttle retarded and master switch on) the gear warning system should be heard intermittently on the airplane speaker, and with the light pushed full in, it should illuminate. The gear-up indicator light (amber) has only one test position; with the light pushed full in, it should illuminate. The indicator lights contain dimming shutters for night operation.

LANDING GEAR OPERATION

To retract or extend the landing gear, pull out on the gear lever and move it to the desired position. After the lever is positioned, the electrically-driven hydraulic power pack will create pressure in the system and the landing gear will be actuated to the selected position.

CAUTION

If for any reason the hydraulic pump continues to run after gear cycle completion (up or down), the 30-amp circuit breaker switch labeled GEAR PUMP should be pulled out. This will shut off the hydraulic pump motor and prevent damage to the pump and motor. Refer to Section 3 for complete emergency procedures.

During a normal cycle, the gear locks up or down and the position-indicator light (amber for up and green for down) comes on. When the light illuminates, hydraulic pressure is switched from the gear actuators to the door actuators to close the gear doors. When the doors are closed, pressure will continue to build until a pressure switch in the door closing system turns off the hydraulic pump. The gear doors are held in the closed position by hydraulic pressure. If the system pressure drops below minimum, the power pack pressure switch will turn the power pack on and return the pressure to maximum except when the nose gear safety (squat) switch is open.

A landing gear safety (squat) switch, actuated by the nose gear strut, electrically prevents inadvertent retraction by the electrically-driven hydraulic power pack, whenever the nose gear strut is compressed by the weight of the airplane. When the nose gear is lifted off the runway during takeoff, the squat switch will close, causing the power pack to operate for 2 to 3 seconds which will return system pressure to maximum in the event pressure has dropped.

A switch type circuit breaker, mounted on the left sidewall circuit breaker panel, should be used for safety during maintenance. With the switch pulled out, landing gear operation by the gear motor cannot occur. After maintenance is completed, and prior to flight, the switch should be pushed back in.

For inspection purposes, the landing gear doors may be opened and closed while the airplane is on the ground with the engine stopped. Operate the doors with the landing gear lever in the down position. To open the doors, turn off the master switch, pull out the GEAR PUMP circuit breaker switch, and operate the hand pump until the doors open. To close the doors, check that the landing gear lever is down, turn on the master switch, and

operate the hand pump until the doors are closed and a high resistance is felt.

WARNING

Safety placards are installed on each wheel well door to warn against any maintenance in the wheel well areas with the circuit breaker switch pushed in.

NOTE

The position of the master switch for gear door operation is easily remembered by the following rule:

OPEN circuit = OPEN doors
CLOSED circuit = CLOSED doors

CAUTION

Do not operate the hand pump with the GEAR UP position selected by the landing gear lever while the airplane is on the ground, since the squat switch will not prevent gear retraction.

EMERGENCY HAND PUMP

A hand-operated hydraulic pump, located between the two front seats, is provided for extension of the landing gear in the event of a hydraulic or electrical system failure. To utilize the pump, extend the handle forward and pump vertically. For complete emergency procedures, refer to Section 3.

For practice manual gear extensions, pull out the GEAR PUMP circuit breaker before placing the landing gear lever in the GEAR DOWN position. After the practice manual extension is completed, push the circuit breaker in to restore normal gear operation.

LANDING GEAR WARNING SYSTEM

The airplane is equipped with a landing gear warning system designed to help prevent the pilot from inadvertently making a wheels-up landing. The system consists of a throttle-actuated switch which is electrically connected to a dual warning unit. The warning unit is connected to the airplane speaker.

When the throttle is retarded below approximately 15 inches of manifold pressure (master switch on), the throttle linkage will actuate a switch which is electrically connected to the gear warning portion of a dual warning unit. If the landing gear is retracted (or not down and locked), an intermittent tone will be heard on the airplane speaker. The system may be checked for correct operation before flight by retarding the throttle to idle and depressing the green gear-down position indicator light half way in. With the indicator light depressed as described, an intermittent tone should be heard on the airplane speaker.

BAGGAGE COMPARTMENT

The baggage compartment consists of the area immediately behind the aft cabin pressure bulkhead and extends rearward to a removable baggage compartment wall in the tailcone. Access to the baggage compartment is gained through a lockable baggage door on the left side of the airplane. When loading the airplane, no material which might be hazardous to the airplane or occupants should be placed in the baggage compartment. For baggage area and door dimensions, refer to Section 6.

SEATS

The seating arrangement consists of four separate adjustable seats and a one-piece fixed seat. The pilot's seat is a six-way adjustable seat, and the front and center passengers seats are four-way adjustable. The front passenger's seat is also available in the six-way adjustable configuration. The two aft passengers utilize a one-piece fixed seat.

The six-way adjustable pilot's seat may be moved forward or aft, adjusted for height, and the seat back angle is infinitely adjustable. Position the seat by lifting the tubular handle, under the center of the seat bottom, and slide the seat into position; then release the handle and check that the seat is locked in place. Raise or lower the seat by rotating a large crank under the right corner of the seat. Seat back angle is adjustable by rotating a small crank under the left corner of the seat. The seat bottom angle will change as the seat back angle changes, providing proper support. The seat back will also fold full forward. If the front passenger's seat is six-way adjustable, it will function the same as the pilot's seat except the height adjusting and back reclining cranks will be opposite the respective adjustment cranks of the pilot's seat.

Six-way adjustable seats may be equipped with variable lumbar supports located inside the lower seat backs. The firmness of the lower seat back may be controlled by utilizing a button located on the lower inboard side of the seat back. After adjusting the seat back to a comfortable