

Chapter 1 : FREE Cessna Manuals | Pilots of America

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Panoramic view inside the Cessna Aerobat. The Cessna and became the most popular civilian training aircraft after World War II, as well as economical recreational vehicles for weekend pilots. The series still serves as the principal two-seat, general aviation trainer in the United States. A pilot for 61 years, Kershner flew more than 11, hours in military and civilian aircraft and performed over 7, spins for instruction and research purposes. He wrote five flying manuals, laced with technical wisdom and his trademark wit, that thousands of pilots worldwide have relied upon. In this airplane, students completed his spin training course. Collection Item Long Description: The Cessna Model and Model are the most popular trainer aircraft of the post-World War II era and the vast majority of contemporary private pilots began their aviation careers in this type aircraft. The Cessna was an austere version of the two-place, metal, tail wheel aircraft and both were intended for pilot training and inexpensive flying. For the student pilot, tricycle gears moved the center of gravity and lowered the nose of the aircraft, thus improving forward visibility, and featured a steerable nose wheel, all of which made the aircraft easier to take off, land and taxi. It was fast becoming the standard for general aviation aircraft, and was already available in the larger and four-place models. The was offered in three basic models: The Commuter "deluxe" version had a slight increase in wingspan and was more suitable to cross country flight than the more austere Standard due to its additional equipment: The AK through M Aerobat offered a strengthened fuselage, full harness, quick release doors, and cabin skylight windows for safe aerobatic flight. Later designs marginally improved this problem. The "Land-O-Matic" tricycle landing gear is configured with the Cessna cantilevered tapered spring steel tube main gear, with hydraulically operated brakes; and the steerable nose wheel on an oleo-pneumatic shock strut. The wing is a single strut-braced all-metal structure that has modified Frieze metal ailerons and electrically operated NACA single-slotted metal flaps. The tail assembly is a cantilevered all metal-assembly with swept-back vertical surfaces. The pitch trim tab is located on the right elevator and a ground adjustable rudder trim tab is located on the rudder trailing edge. Model production continued until Cessna built 23, s and 7, s for a series total of 31, Only 1, of these were Aerobats. Cessna built the vast majority of the series in Wichita, but Reims Aviation in France built nearly 2, under Cessna license. Cessna halted production of single-engine piston aircraft in the when a product liability crisis and other economic woes threatened the future of small light planes. Cessna has produced more entry level private aircraft than any other aircraft manufacturer and this rugged little trainer is still found at most general aviation airports. The Aerobat appealed to those looking for primary instruction and a little bit more basic aerobatic and spin capability. Kershner, a highly respected pilot and instructor, bought NL in as a trainer for his flight school. A pilot for 61 years, Kershner flew over 11, hours total military and civilian time in aircraft with 4, hours as an instructor. He performed over 7, spins, of up to 21 turns, sometimes filming his aircraft adorned with ribbons or cones for analysis and instruction. He authored, and regularly updated, five comprehensive manuals on primary, advanced, aerobatic, instructor, and instrument flying, all of which have been used by thousands of pilots, and his own personal memoir Logging Flight Time. Kershner contributed numerous training and safety articles to aviation magazines and was a frequent lecturer, always illustrating his technical lessons with a mix of dry humor, aviation banter, and common sense. From to he worked for Piper Aircraft Corporation as contract sales engineer, test pilot, assistant to William T. He started ACE Aerobatic School for aerobatic and spin training at the University of the South Airport in Sewanee, Tennessee, in and over civilian and military students have completed his courses, in this aircraft. NL, serial number A, was built by Cessna in and had only two owners. The NL airframe has hours and a Lycoming O engine with hours. Following his death in early , his son William C.

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Chapter 8 : Cessna Pilot Operating Handbook, Langley Flying School

CESSNA Instruction Manual. 2) Place the servo between the mounting 6) Secure the servo to the aileron hatch using blocks and space it from the hatch. Use a Phillips screwdriver and the screws provided pencil to mark the mounting hole locations with the servo.

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