

Location: Gainesville, FL



**UNDERWRITERS
Salvage Company**

N303MB

CESSNA



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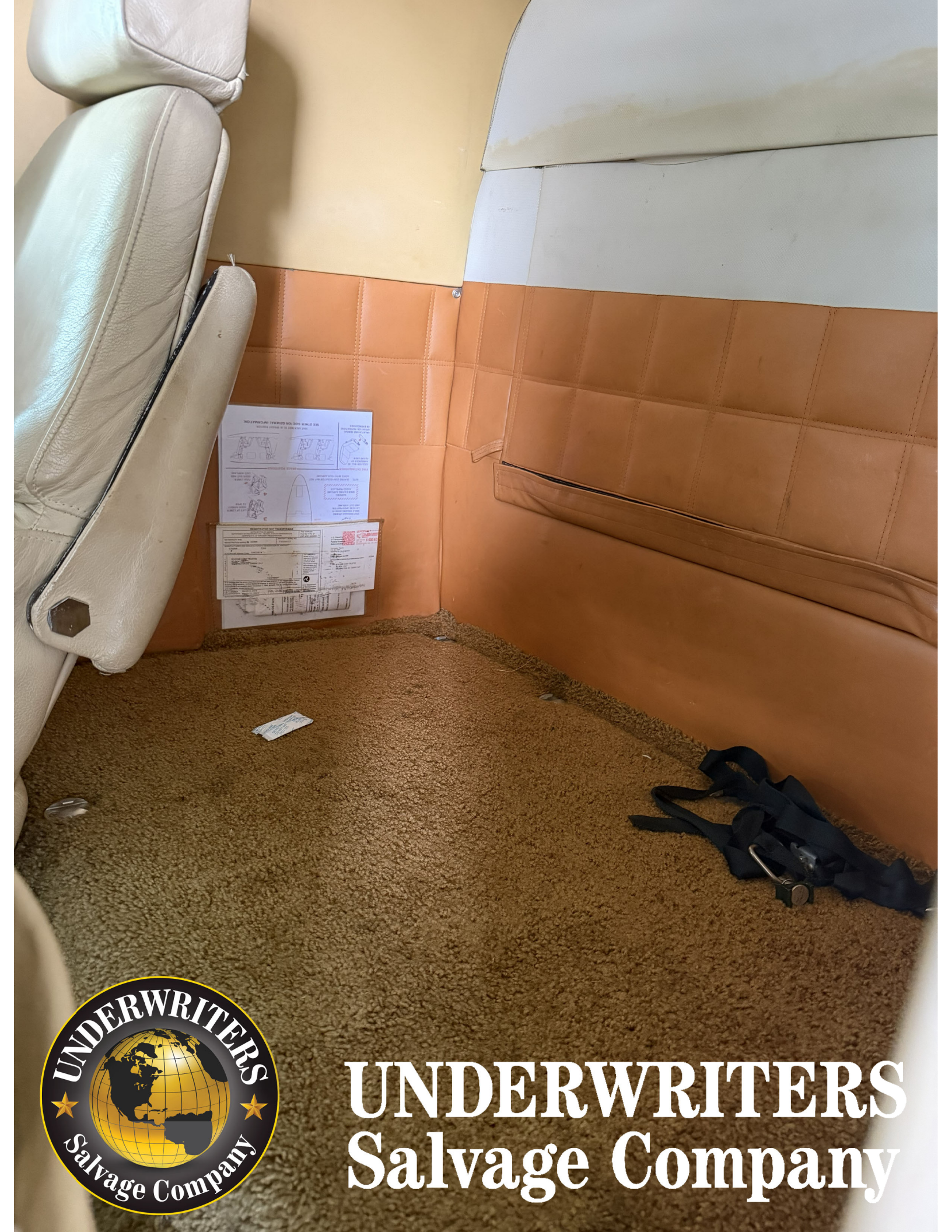
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NOVEMBER 1978
REPAIR INSTRUCTIONS
FOR THE SEAT BELT
ASSEMBLY
PARTS LIST
DIAGRAMS
AND
EXPLANATIONS



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WARNING
TO PREVENT INJURY WITH AN OPERATING ENGINE:
• GEAR MUST BE DOWN AND LOCKED
• OPERATING ENGINE PROPELLER MUST BE SECURED
• PROPELLER MUST BE ARMED PRIOR TO TAKEOFF
• WING FLAPS MUST BE DOWN

EMERGENCY EXIT - TO OPEN
1. GRAB HANDLE
2. PULL DOWN AND TO "OPEN" POSITION
3. PUSH DOOR OUTWARD

COPIES: 100

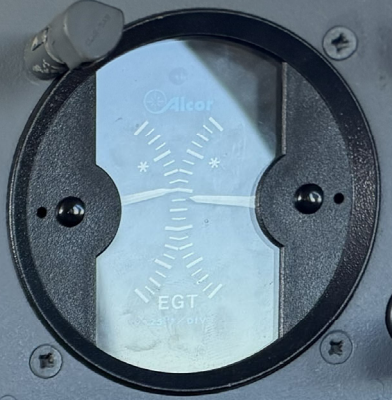
PILOT'S COURSE PERFORMANCE
For Block Number 1000 PER

Block	Altitude	Speed	Time	Distance	Remarks
1000	10000	150	00:00	000	
1001	10000	150	00:00	000	
1002	10000	150	00:00	000	
1003	10000	150	00:00	000	
1004	10000	150	00:00	000	
1005	10000	150	00:00	000	
1006	10000	150	00:00	000	
1007	10000	150	00:00	000	
1008	10000	150	00:00	000	
1009	10000	150	00:00	000	
1010	10000	150	00:00	000	
1011	10000	150	00:00	000	
1012	10000	150	00:00	000	
1013	10000	150	00:00	000	
1014	10000	150	00:00	000	
1015	10000	150	00:00	000	
1016	10000	150	00:00	000	
1017	10000	150	00:00	000	
1018	10000	150	00:00	000	
1019	10000	150	00:00	000	
1020	10000	150	00:00	000	

UNTO KNOWN
CONDITIONS
IBITED

400 DME

TEST ON OFF
RNAV
D NA
M HO
E NAVZ



GARMIN HOME

COM 135.800 KTLH CCA+	Audio Panel	MIC 1	XPDR IDENT	NAV 111.30 ID IGNV ILS
STBY 127.800 JACKSONVI ACC	Intercom	MON 112	1067 ALT R	STBY 116.55

Utilities - DALT / TAS / Winds

FOR PLANNING PURPOSES ONLY

Indicated ALT 4000 FT	BARO 30.14 IN	
CAS 168 KT	TAT 6°C	
TRK 276°	HDG 294°	Ground Speed 144 KT

Density ALT 3132 FT TAS 176 KT

Wind Direction 344° Wind Speed 61 KT Head Wind Component 32 KT

Back MSG Com Freq / Psh Nav

HOLD

BRT

Sendix

40 80 140
20 10 5 OFF
TEST STBY
Wx WxA
MAP
GAIN
MIN

GARMIN HOME

COM 121.500	DIS 7.9 NM	DTK 274°	BRG 273°	COM 121.500
STBY 118.375 KEEVAWOS	GS 144 KT	TRK 276°	ETE 03:17	STBY 118.375
XPDR ALT 1067 R	KFPY → FEKBA → PFINN	CDI	OBS	XPDR ALT 1067 R

Default Navigation

ENR VLOC Com Freq / Psh Nav

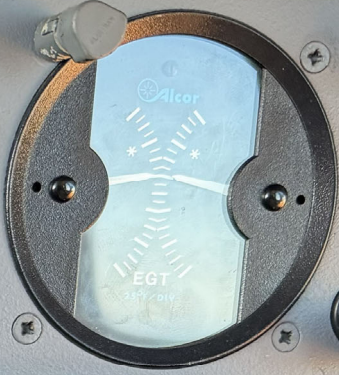
400B NAVOMATIC

PUSH HEADING-NAV

PULL TURN

AP ON
NAV
ALT

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GARMIN HOME

COM RX 132.250 MIAMI ACC
STBY 125.200 APPROACH

Audio Panel Intercom

MIC MON

XPDR IDENT 2144 ALT R

NAV ISYK ID 111.30 ISYK ILS STBY 116.55

Utilities - DALT / TAS / Winds

FOR PLANNING PURPOSES ONLY

Indicated ALT	7000 FT	BARO	30.08 IN
CAS	169 KT	TAT	9°C
TRK	339°	HDG	339°
Ground Speed	156 KT	Density ALT	7198 FT
TAS	188 KT	Wind Direction	339°
Wind Speed	32 KT	Head Wind Component	32 KT

MSG ENR GPS Com Freq / Psh Nav

HOLD

BRT

40 80 160

TEST STBY

MAP Wx A

GAIN MIN

Sendix

GARMIN HOME

Default Navigation

DIS	54.3 NM	DTK	339°	BRG	339°	COM	121.500
GS	155 KT	TRK	339°	ETE	20:56	STBY	124.000
CDI	CLEFF	BAIRN	ODDEL	XPDR	2144 R	ALT	

ENR VLOC Com Freq / Psh Nav



PUSH HEADING-NAV

L R

PULL TURN

AP ON

NAV

ALT

TEST DISC

EA FLT WARN

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HEATER INOP HEATER

HEAT SELECT PULL CABIN PUSH D



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FLIGHT INTO KNOWN
ICING CONDITIONS
IS PROHIBITED

NIGHT	DOOR OPEN	L. ALT OFF	LOW V	R. ALT OFF
TEST DAY	A/P OFF	HTR OV HT	DE-ICE PRESS	W/S A-ICE
	L. ENG FIRE			R. ENG FIRE

N303MB

12
CLOCK
6

AIR SPEED
KNOTS

100 FEET
ALTITUDE

ALTITUDE ENCODER
EQUIPPED

400 DME

TEST ON OFF

GS TO VOR TTS

RNAV NAV1 HOLD E NAV2

MAX SPEED KIAS

MANEUVERING	148
EXTEND GEAR	178
RETRACT GEAR	15
GEAR DOWN	21

PROP ANTI-ICE
AMPS

LEFT

4 5 6
SUCTIO
IN

RED = OPERATIVE

SOURCE

ADF

VERTICAL
SPEED

FT/MIN
X 1000

NAV

9 12 15 18 21 24 27 30

GARMIN



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YAW DAMP ON

PUMP HIGH DEF LOW

MAGNETOS ON LEFT ENGINE RIGHT

LIGHTS BRT PANEL R FLT PANEL LWR PANEL

BACK

NAVOMATIC

100 CIL 24 TEMP 7

AGENCY USE ONLY
OPERATION PROHIBITED

EX

RESET
PRESS ON
1 SECOND
PRESS ARM

400 ADF SEC

3 7 6

BFO TEST

R-446A

DATCON

0 0 2 7 6 1 8

HOURS 1/10

7 8 10 12 14 16 100KHz

2 96 100 104 108 MHz

OFF

TUNING BALANCE

COM

MPX

TAPE

COM

WEST EC-100

CLAT-DAB

SIGMATEK

1000
500
1500
psi

NITROGEN
CYLINDER
PRESSURE

USE NO OIL



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THE AUXILIARY FUEL PUMP SYSTEMS IN THIS AIRCRAFT HAVE BEEN MODIFIED IN ACCORDANCE WITH THE BUREAU OF AERONAUTICS (BOA) SERVICE BULLETIN (SB) 10-10-10. AUXILIARY FUEL PUMP SYSTEMS ARE NOT TO BE USED FOR TAKEOFF, LANDING, OR CLIMB. AUXILIARY FUEL PUMP SYSTEMS ARE TO BE USED ONLY FOR CRUISE. AUXILIARY FUEL PUMP SYSTEMS ARE TO BE USED ONLY FOR CRUISE. SEE FAA FOR MORE INFORMATION. SEE FAA FOR MORE INFORMATION. SEE FAA FOR MORE INFORMATION.



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