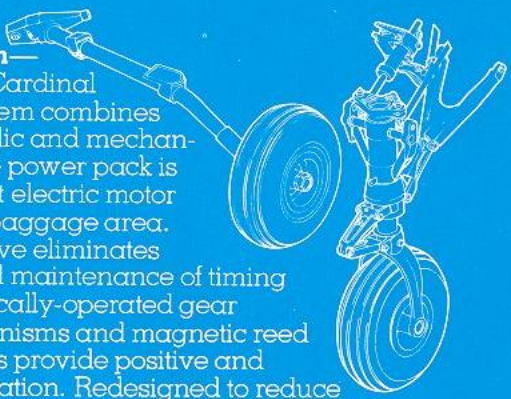


Retraction System—The single stage Cardinal RG retraction system combines electrical, hydraulic and mechanical functions. The power pack is driven by a 12-volt electric motor located aft of the baggage area. Central pinion drive eliminates complications and maintenance of timing devices. Hydraulically-operated gear down-lock mechanisms and magnetic reed gear limit switches provide positive and reliable gear actuation. Redesigned to reduce weight, plumbing and valves, the new hydraulic system is easier to maintain. A new selector valve eliminates the need for a sequencing lock-out valve formerly located under the floorboard. A hand pump located between the pilot and copilot seats provides for manual extension of the gear. And a redesigned dual landing gear/stall warning system has been incorporated for greater reliability.

Para-Lift Flaps—Electrically-operated Para-Lift flaps are a Cessna exclusive that provide greater flexibility in operation—steeper approaches and shorter landings. They are the slotted type and produce greater lift than either split flaps or plain flaps of equivalent area. To actuate, just set the flap switch and they move automatically to the desired setting... from 0° through 30°.

To retract, move the selector to the UP position and they automatically return to 0°. An easy-to-read flap indicator, mounted on the panel, indicates flap setting in degrees.

Four-Foot-Wide Doors— Four-foot-wide doors swing open a full 90° for easy entry to either side of the cabin. A door seal compression strip, around the entire opening, provides a tight, positive seal.

Power Plant—The fuel injection IO-360-A1B6D Blue Streak engine is rated at 200 hp at 2700 rpm and features dual magnetos. It is performance-proven (1600 hours between overhaul) and economical. A full-flow oil filter is standard equipment. Dynafocal engine mounts and a shock-mounted cowl reduce engine noise and vibration.

Constant-Speed Propeller—The Cardinal RG constant-speed propeller with a high performance airfoil design provides greater efficiency . . . shorter takeoff . . . greater rate-of-climb . . . faster cruise speed. Operation is smooth and precise with the panel-mounted vernier control.

Land-O-Matic Gear—The tapered chrome vanadium steel tube main landing gear is virtually indestructible and maintenance free. The Cardinal RG "wide-track" gear measures nearly eight feet across from wheel to wheel. It absorbs side and vertical loads, as well as fore and aft loads, providing smooth rough-field taxiing, and landings on all types of surfaces. The nosewheel is steered by the rudder pedals during taxiing and automatically locks in a straight ahead, streamlined position during flight. This aids landings, particularly in crosswinds, because the nosewheel touches down in a straight down-the-runway position, regardless of the rudder position.

The main wheels use 6:00 x 6 tube type tires. The nosewheel uses 5:00 x 5.

Lighting Systems—The Cardinal RG lighting systems offer convenience and professionalism.

The panel is lighted from red floods, center-mounted in the overhead console and on the underside of the glareshield. Intensity is variable and controlled by a rheostat on the panel. Optional red postlights for engine and flight instruments are available. Included in this option are electroluminescent panels installed for lighting engine controls, switches and circuit breakers. An optional control wheel map light may be mounted on the underside of the control wheel.

Cabin lighting is provided for night loading and ground operations. A dome light and switch control are located on the overhead console. Courtesy lights under each wing and on the lower pedestal are standard on the Cardinal RG II and optional on the Cardinal RG to illuminate the immediate loading area.

Dual nose-mounted landing lights give straight down-the-runway lighting. A split rocker switch on the panel provides the control to turn off one light during taxi operations.

Navigation lights are an integral part of the Cardinal RG. An Omni-Flash beacon is standard and provides a bright, flashing 360° pattern. It has no moving parts, providing a longer service life.

Marker beacon lights are small and require very little panel space. Their light intensity is controlled by a rheostat.

Optional wing-tip strobes provide a brilliant blue/white light for outstanding "see-and-be-seen" visibility day or night. Each wing-tip strobe light has its own power supply.

Heating and Ventilating System—Warm air from a high capacity heating system is mixed with fresh outside air to provide comfortable cabin temperature. This "adjusta flow" concept insures fresh outside air circulating through the cabin at all times. Warm air is ducted to the windshield area through an outlet at the base of the windshield. Heat control sensitivity is improved for 1976 by redesigned heater valves which provide more precise adjustment of heat temperatures.

For summertime operation, fresh air is introduced to the cabin through four adjustable inlets. Individually adjustable rear passenger air vents are available. For ground ventilation, both side vent windows can be opened. A hand crank adjusts the vent to any desired position. They may be opened up to 105 knots.

Fuel System—Cardinal RG fuel tanks, one in each wing, contain a 61 gallon total fuel supply (60 gallons usable). The fuel capacity of the Cardinal RG provides a choice of long range capability with partial cabin loading or reduced range with full cabin loading.

A 22-gallon marker, inside the filler neck of each fuel tank, is provided to facilitate fueling to a reduced level. Through a four-position valve, fuel may be routed from the right, left or both tanks simultaneously, or shut off. Two electric fuel quantity gauges and a fuel flow indicator are mounted on the panel, and the four-position fuel selector is located at the base of the center control pedestal. The Cardinal RG has, as standard equipment, easy-to-use fuel tank quick-drain valves and sampler cup for convenience in the preflight check. An auxiliary electric fuel pump is also standard.

Electrical System—A 14-volt system is powered by a 60-amp engine driven alternator, and has a 25 amp-hour battery. A new semisolid-state regulator is standard this year. It provides reliability and long service life.

A turn-to-start ignition switch features a split bus bar to protect avionics during starting. When the key is turned to the START position, power to the avionics system is momentarily cut off.

In the event of an overvoltage condition, the alternator is automatically switched off the line to prevent possible damage to electronic components. This condition is indicated by a red panel light.

A split type master switch allows the alternator to be switched off the line manually. The switch is interconnected so that the alternator cannot be operated without the battery.

"Push-to-reset" circuit breakers are conveniently located on the lower panel.

High-Stability Wing—The wing is fully cantilevered and cambered for excellent slow-speed stability. Located behind the pilot, it affords the best up, down and all-around visibility. While giving an excellent view for cabin occupants, the wing also protects from sun and glare aloft and shelters passengers from weather during entry or exit.

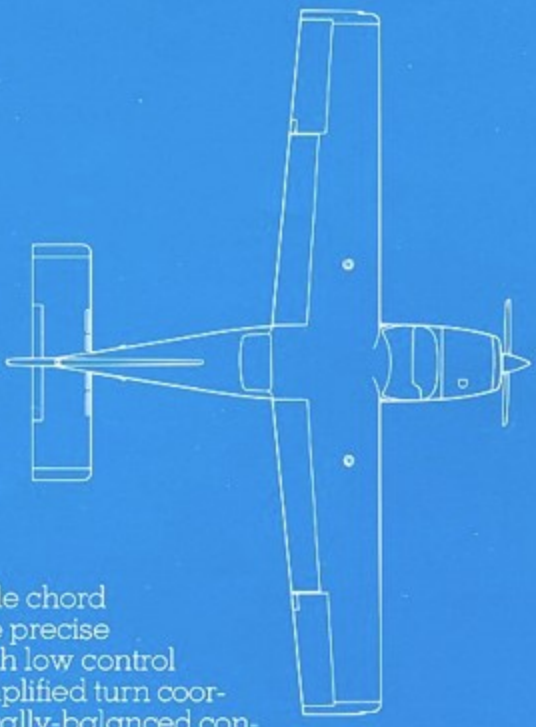
Storage—The 21.5 cu. ft. carpeted baggage area has a capacity of 120 lbs. A hat shelf extends aft of the storage area and will accommodate up to 25 lbs. of miscellaneous items. Baggage is easily loaded through an extra large key-locked baggage door, and is accessible from inside.

The weather-sealed door, hinged at the top, is spring-loaded to hold door open during loading and allows door to shut and latch easily.

On the back of each front seat is a convenient expandable pocket. Map pockets are located on both sides of the forward cabin. A large glove compartment is an integral part of the right-hand panel.

Bonded Construction—Metal-to-metal bonding presents a smooth, sleek appearance for the Cardinal RG upper cowl and baggage door. Bonding eliminates rivets, and, in addition to providing a smooth surface, offers strong and rigid construction.

Safety Features—Standard safety features on the Cardinal RG include a Safety Belt System on the front seats plus ensolite padding in the front doorposts and polyurethane foam padding on the lower panel, panel eyebrow and control wheel. Padding is highly resilient and its grained texture presents a handsome appearance. The Safety Belt System is color-coordinated with the interior and features metal-to-metal buckles. Body straps store out of the way when not in use. An optional Inertia Reel Shoulder Harness Restraint System is also available for the pilot and copilot. It is comfortable to wear and permits freedom of movement.



Ailerons—Wide chord ailerons assure precise maneuvers with low control forces, and simplified turn coordination. Statically-balanced control surfaces and a fixed trim tab help keep wings level in "hands-off" flight.

Omni-Vision—This Cessna exclusive provides 360° visibility from every seat. Windows all the way around the cabin give the interior a bright, open feeling. Tinted windshield and side windows are available.

Stabilator—The one piece stabilator is 100% balanced to insure a perfect solid feel at all speeds. It is slotted at the leading edge to provide smooth, undisturbed airflow at all attitudes and positions to give continuous full control response. A wide trim tab can be adjusted from the panel to compensate for power and attitude changes.