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Cessna®

MORE PEOPLE BUY AND  
FLY CESSNA AIRPLANES  
THAN ANY OTHER MAKE

WORLD'S LARGEST PRO-  
DUCER OF GENERAL  
AVIATION AIRCRAFT  
SINCE 1956

# MODEL 310



## OWNER'S MANUAL



# PERFORMANCE AND SPECIFICATIONS

<b>GROSS WEIGHT:</b>		
Takeoff		5300 lbs.
Landing		5300 lbs.
<b>SPEED BEST POWER MIXTURE:</b>		
Maximum - Sea Level		205 Knots
Maximum Recommended Cruise		
75% Power at 6500 ft.		192 Knots
<b>RANGE, RECOMMENDED LEAN MIXTURE:</b>		
Maximum Recommended Cruise		
75% Power at 6500 ft.		672 Naut. Mi.
600 lbs., No Reserve		3.55 hrs.
		189 Knots
75% Power at 6500 ft.		1092 Naut. Mi.
978 lbs., No Reserve		5.77 hrs.
		189 Knots
75% Power at 6500 ft.		1359 Naut. Mi.
1218 lbs., No Reserve		7.18 hrs.
		189 Knots
<b>Maximum Range</b>		
10,000 ft., 600 lbs., No Reserve		834 Naut. Mi.
		5.25 hrs.
		159 Knots
10,000 ft., 978 lbs., No Reserve		1360 Naut. Mi.
		8.56 hrs.
		159 Knots
10,000 ft., 1218 lbs., No Reserve		1693 Naut. Mi.
		10.66 hrs.
		159 Knots
<b>RATE OF CLIMB AT SEA LEVEL:</b>		
Twin Engine		1495 fpm.
Single Engine		327 fpm.
<b>SERVICE CEILING:</b>		
Twin Engine		19,500 ft.
*Single Engine		6680 ft.
<b>TAKEOFF PERFORMANCE: Takeoff Speed (78 KIAS 15° Flaps)</b>		
Ground Run		1519 ft.
Total Distance Over 50-foot Obstacle		1795 ft.
<b>LANDING PERFORMANCE: Approach Speed (89 KIAS, 5300 lbs.)</b>		
Ground Roll		582 ft.
Total Distance Over 50-foot Obstacle		1697 ft.
<b>EMPTY WEIGHT: (Approximate)</b>		
310		3214 lbs.
310 II		3392 lbs.
<b>BAGGAGE ALLOWANCE:</b>		600 lbs.
<b>WING LOADING:</b>		29.6 lbs./sq. ft.
<b>POWER LOADING:</b>		10.2 lbs./hp.
<b>FUEL CAPACITY: TOTAL</b>		
Standard		102 gals.
With Auxiliary Tanks (40 gal. usable)		143 gals. <i>HAD</i>
With Auxiliary Tanks (63 gal. usable)		166 gals. <i>CHD</i>
With Auxiliary Tanks (63 gal. usable) and Wing Locker Tanks		207 gals.
<b>OIL CAPACITY: TOTAL</b>		6.0 gals.
<b>ENGINES:</b>		
Continental 6-Cylinder,		
Fuel Injection Engines		IO-470-VO
260 Rated HP at 2625 RPM		
<b>PROPELLERS:</b>		
Constant Speed, Full Feathering,		
Two Blade (Std) 81" Diameter		D2AF34C71-L1/84JF-3
Three Blade (Opt) 78" Diameter		3AF32C87-L1/82NC-4

\*Single engine service ceiling increases 425 feet for each 30 minutes of flight.

THIS OWNER'S MANUAL COVERS THE OPERATION OF 310 AND 310II AIRCRAFT SERIAL 0901 THRU 1300

D1562-13  
(RGI-100-1/99)

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Wichita, Kansas USA



# CONGRATULATIONS . . . . .

Welcome to the ranks of Cessna owners! Your Cessna has been designed and constructed to give you the most in performance, economy, and comfort. It is our desire that you will find flying it, either for business or pleasure, a pleasant and profitable experience.

This Owner's Manual has been prepared as a guide to help you get the most pleasure and utility from your aircraft. It contains information about your Cessna's equipment, operating procedures, and performance; and suggestions for its servicing and care. We urge you to read it from cover to cover, and to refer to it frequently.

Our interest in your flying pleasure has not ceased with your purchase of a Cessna. Worldwide the Cessna Dealer Organization backed by the Cessna Service Department stands ready to serve you. The following services are offered by most Cessna Dealers:

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- a. No exclusions
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Specific benefits and provisions of warranty plus other important benefits for you are contained in your Customer Care Program book supplied with your aircraft. Warranty service is available to you at any authorized Cessna Dealer throughout the world upon presentation of your Customer Care Card which establishes your eligibility under the warranty.

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**FACTORY APPROVED SERVICE EQUIPMENT** to provide you with the most efficient and accurate workmanship possible.

**A STOCK OF GENUINE CESSNA SERVICE PARTS** on hand when you need them.

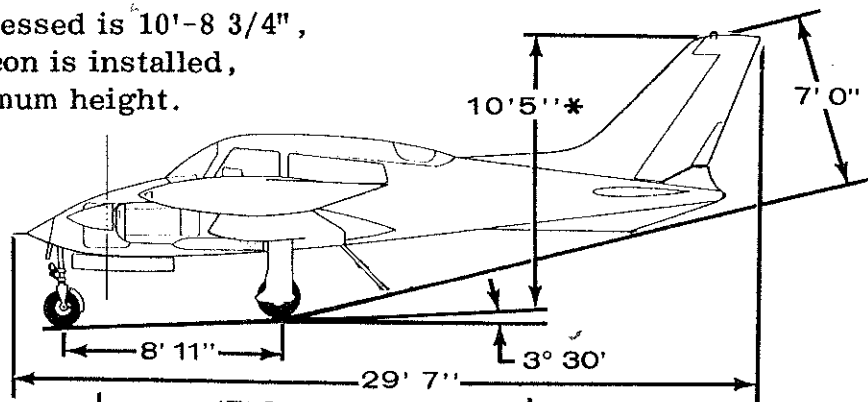
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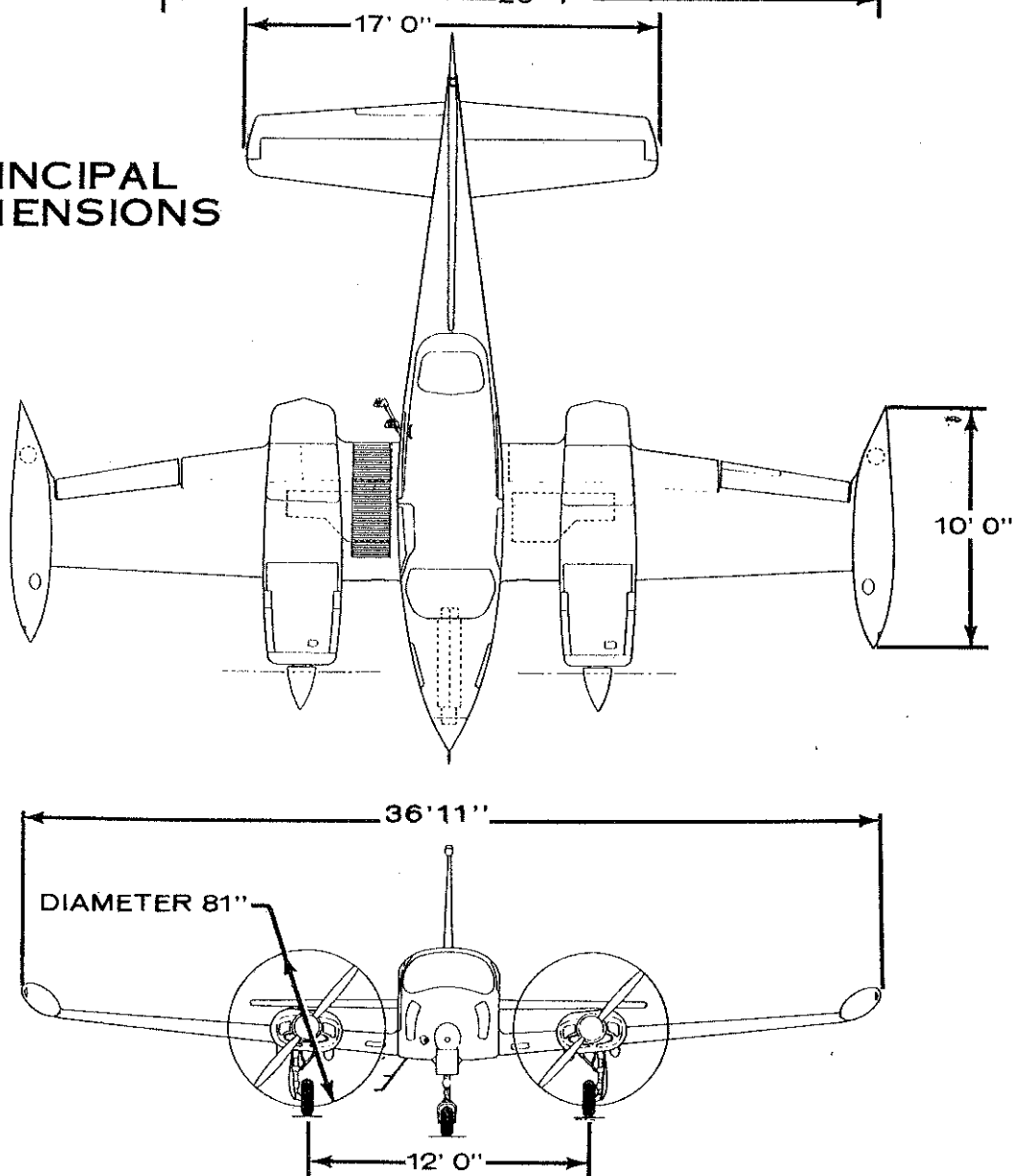
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\*Maximum height of aircraft with nose gear depressed is 10'-8 3/4", if rotating beacon is installed, add 3" to maximum height.



**PRINCIPAL DIMENSIONS**





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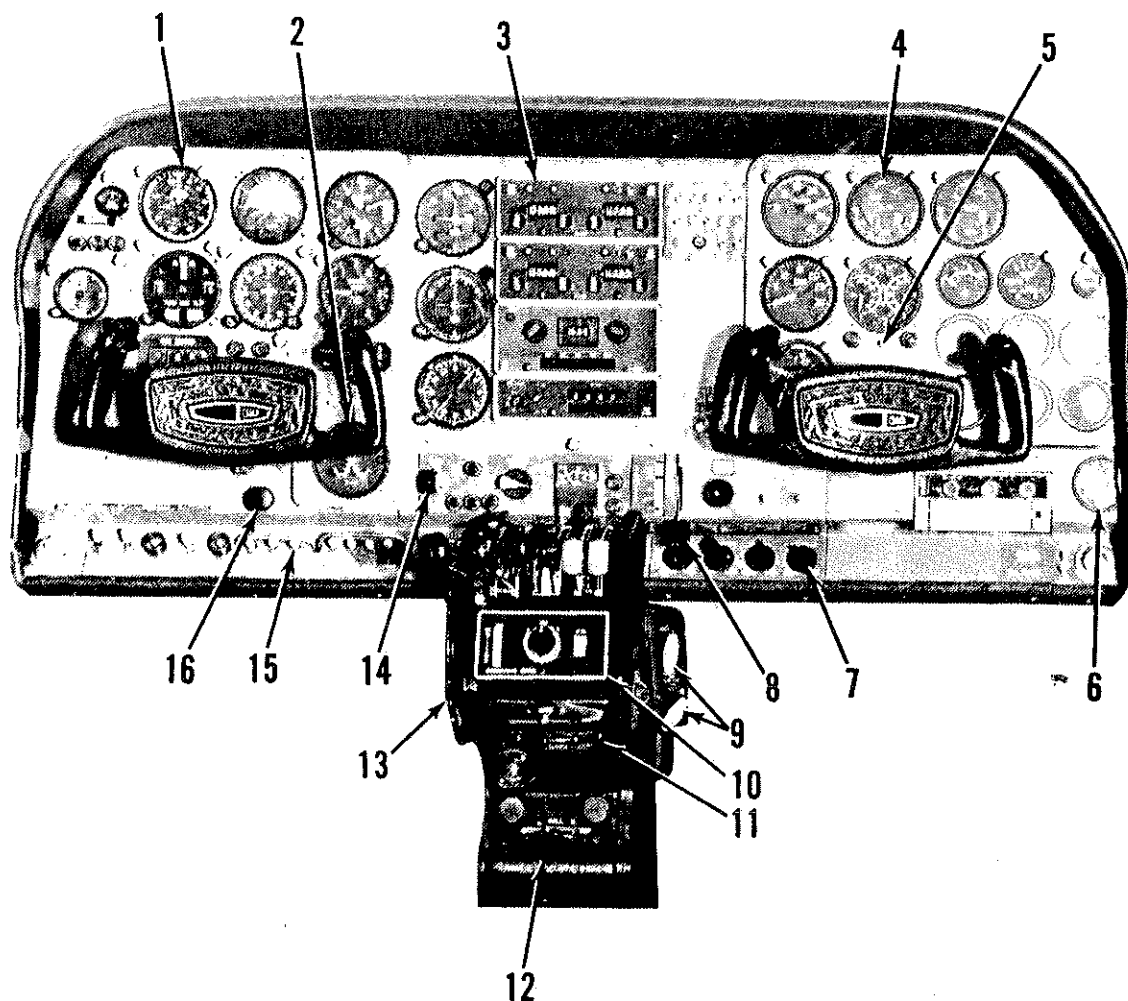
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\*This manual describes the operation and performance of both the Cessna 310 and 310 II aircraft. Equipment described as "Optional" denotes that the subject equipment is optional on the 310 aircraft. Much of this equipment is standard on the 310 II.



# INSTRUMENT PANEL



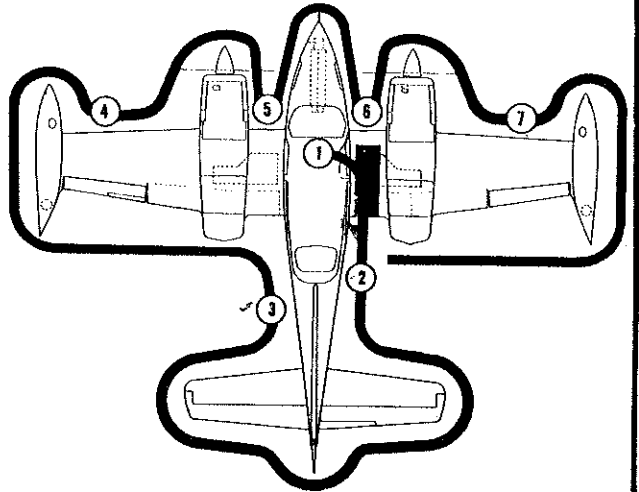
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# PREFLIGHT INSPECTION

## NOTE

- Visually check inspection plates and general aircraft condition during walk-around inspection. If night flight is planned, check operation of all lights and make sure a flashlight is available.
- Refer to inside back cover of this manual for quantities, materials, and specifications of frequently used service items.



- ①
  - a. Control Lock(s) - REMOVE and STOW.
  - b. Parking Brake - SET
  - c. All Switches - OFF.
  - d. All Circuit Breakers - IN.
  - e. Landing Gear Switch - DOWN.
  - f. Left Fuel Selector - LEFT MAIN (feel for detent).
  - g. Right Fuel Selector - RIGHT MAIN (feel for detent).
  - h. Trim Tab Controls (3) - NEUTRAL.
  - i. Oxygen - CHECK quantity, masks, and hoses - OFF.
  - j. Battery Switch - ON.
  - k. Fuel Gages - CHECK quantity and operation.
  - l. Wing Flaps - EXTEND.
- ②
  - a. Baggage Door - SECURE.
  - b. Static Port - CLEAR.
  - c. Deice Boots - CHECK condition and security, if installed.
  - d. Control Surface Locks - REMOVE, elevator and rudder.
  - e. Elevators and Tab - CHECK condition, freedom of movement, and tab position.
  - f. Tie Down - REMOVE.
  - g. Rudder and Tab - CHECK condition, freedom of movement, and tab position.
- ③
  - a. Static Port - CLEAR.
  - b. Wing Locker Baggage Door - SECURE.
  - c. Battery Compartment Cover - SECURE.
  - d. Flap - CHECK security and attachment.
  - e. Bottom Outboard Wing - CHECK for fuel stains.
  - f. Control Surface Lock - REMOVE.
  - g. Aileron and Tab - CHECK condition, freedom of movement, and tab position.
  - h. Tip Tank Transfer Pump - LISTEN for operation.
  - i. Fuel Sump (Main Tank) - DRAIN.
  - j. Fuel Vent and Sniffle Valve - CLEAR.
  - k. Fuel Quantity (Main Tank) - CHECK, cap secure.
  - l. Deice Boot - CHECK condition and security, if installed.
  - m. Stall Warning Vane - CHECK freedom of movement and audible warning.
  - n. Wing Tie Down - REMOVE.

Figure 1-1 (Sheet 1 of 2)



- 4
  - a. Fuel Quantity (Auxiliary Tank) - CHECK, cap secure.
  - b. Fuel Vent (Wing Locker Tank) - CLEAR, if installed.
  - c. Fuel Sump (Auxiliary Tank and Wing Locker Transfer Line, if installed) - DRAIN.
  - d. Fuel Strainer - DRAIN.
  - e. Fuel Quantity (Wing Locker Tank) - CHECK, cap secure, if installed.
  - f. Oil Level - CHECK, minimum 9 quarts.
  - g. Engine Compartment General Condition - CHECK for fuel, oil and exhaust leaks or stains.
  - h. Propeller and Spinner - EXAMINE for nicks, security and oil leaks.
  - i. Leading Edge Air Intake - CLEAR.
  - j. Main Gear Strut, Doors and Tire - CHECK.
  - k. Fuel Sump (Wing Locker Tank) - DRAIN, if installed.
  
- 5
  - a. Nose Access Panel - SECURE.
  - b. Nose Gear, Strut, Doors and Tire - CHECK.
  - c. Lower Fuselage, Nose and Center Section - CHECK for fuel stains.
  - d. Pitot Cover - REMOVE, if installed.
  - e. Pitot Tube - CLEAR.
  - f. Tie Down - REMOVE.
  - g. Heater Inlet - CLEAR.
  - h. Nose Access Panel - SECURE.
  
- 6
  - a. Leading Edge Air Intake - CLEAR.
  - b. Crossfeed Lines - DRAIN.
  - c. Fuel Sump (Wing Locker Tank) - DRAIN, if installed.
  - d. Main Gear, Strut, Doors and Tire - CHECK.
  - e. Fuel Quantity (Wing Locker Tank) - CHECK, cap secure, if installed.
  - f. Oil Level - CHECK, minimum 9 quarts.
  - g. Engine Compartment General Condition - CHECK, for fuel, oil and exhaust leaks or stains.
  - h. Propeller and Spinner - EXAMINE for nicks, security and oil leaks.
  - i. Fuel Vent (Wing Locker Tank) - CLEAR, if installed.
  - j. Fuel Sump (Auxiliary Tank and Wing Locker Transfer Line, if installed) - DRAIN.
  - k. Fuel Strainer - DRAIN.
  - l. Fuel Quantity (Auxiliary Tank) - CHECK, cap secure.
  
- 7
  - a. Wing Tie Down - REMOVE.
  - b. Deice Boot - CHECK condition and security, if installed.
  - c. Fuel Quantity (Main Tank) - CHECK, cap secure.
  - d. Fuel Vent and Sniffle Valve - CLEAR.
  - e. Fuel Sump (Main Tank) - DRAIN.
  - f. Tip Tank Transfer Pump - LISTEN for operation.
  - g. Control Surface Lock - REMOVE.
  - h. Aileron - CHECK condition and freedom of movement.
  - i. Bottom Outboard Wing - CHECK for fuel stains.
  - j. Wing Flap - CHECK security and attachment.
  - k. Wing Locker Baggage Door - SECURE.
  - l. Battery Switch - OFF.

Figure 1-1 (Sheet 2 of 2)



## SECTION I OPERATING CHECKLIST

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One of the first steps in obtaining the utmost performance, service, and flying enjoyment from your Cessna is to familiarize yourself with your aircraft's equipment, systems, and controls. This can best be done by reviewing this equipment while sitting in the aircraft. Those items whose function and operation are not obvious are covered in Section II.

Section I lists, in Pilot's Checklist form, the steps necessary to operate your aircraft efficiently and safely. It covers briefly all the points that you should know concerning the information you need for a typical flight.

The flight and operational characteristics of your aircraft are normal in all respects. All controls respond in the normal way within the entire range of operation.

MAKE A PREFLIGHT INSPECTION IN ACCORDANCE WITH FIGURE 1-1.

### **BEFORE STARTING THE ENGINES**

- (1) Preflight Inspection - COMPLETE.
- (2) Control Lock(s) - REMOVE.
- (3) Seats, Seat Belts and Shoulder Harness - ADJUST and SECURE.
- (4) Brakes - TEST and SET.
- (5) Landing Gear Switch - DOWN.
- (6) Emergency Alternator Field Switch - OFF.
- (7) Emergency Avionics Power Switch - OFF.
- (8) Avionics Master Switch - OFF.
- (9) Circuit Breakers - IN.
- (10) All Switches - OFF.
- (11) Battery and Alternators - ON.



## NOTE

When using an external power source, do not turn on battery or alternator switches until external power is disconnected, to avoid damage to the alternators and a weak battery draining off part of the current being supplied by the external source.

- (12) Lighting Rheostats - AS REQUIRED.
- (13) Altimeter and Clock - SET.
- (14) Heater Overheat and T & B - PRESS-TO-TEST.
- (15) Landing Gear Position Indicator Lights - CHECK (press to test as required).
- (16) Cabin Air Controls - AS REQUIRED.
- (17) Fuel Quantity - CHECK.
- (18) Throttles - OPEN ONE INCH.
- (19) Propellers - FULL FORWARD.
- (20) Mixtures - FULL RICH.
- (21) Fuel Selectors - Left Engine - LEFT MAIN (feel for detent).  
Right Engine - RIGHT MAIN (feel for detent).
- (22) Alternate Air Controls - IN.

## STARTING ENGINES (Left Engine First)

### NORMAL START (NO EXTERNAL POWER)

- (1) Propeller - CLEAR.
- (2) Magneto Switches - ON.
- (3) Engine - START.
  - (a) Starter Button - PRESS.
  - (b) Primer Switch - Left Engine - LEFT.  
Right Engine - RIGHT.



### CAUTION

- If the primer is activated for excessive periods of time with the engine inoperative on the ground or during flight, damage may be incurred to the engine and/or aircraft due to fuel accumulation in the induction system.
- During very hot weather, caution should be exercised to prevent overpriming the engines.
- Should fuel priming or auxiliary fuel pump operation periods in excess of 60 seconds occur, the engine manifold must be purged by one of the following procedures:
  - (a) With auxiliary fuel pump OFF, allow manifold to drain at least 5 minutes or until fuel ceases to flow out of the drain under the nacelle.
  - (b) If circumstances do not allow natural draining periods recommended above, with the auxiliary fuel pump OFF, magnetos OFF, mixture idle cut-off and throttle full open, turn engine with starter or by hand a minimum of 15 revolutions.

- (4) Auxiliary Fuel Pump - LOW (to purge vapor from fuel system).
- (5) Throttle - 1000 to 1200 RPM.
- (6) Oil Pressure - 10 PSI minimum in 30 seconds in normal weather or 60 seconds in cold weather. If no indication appears, shutdown engine and investigate.
- (7) Right Engine - START (repeat steps 1 through 6).
- (8) Alternators - CHECK.
- (9) Wing Flaps - UP.
- (10) Rotating Beacon - ON.
- (11) Avionics Master Switch - ON.
- (12) Radios - SET.



## STARTING ENGINES (Left Engine First)

### WITH EXTERNAL POWER SOURCE

- (1) Battery and Alternators - OFF.
- (2) External Power Source - PLUG IN.
- (3) Propeller - CLEAR.
- (4) Magneto Switches - ON.
- (5) Engine - START.
  - (a) Starter Button - PRESS.
  - (b) Primer Switch - Left Engine - LEFT.  
Right Engine - RIGHT.

#### CAUTION

- If the primer is activated for excessive periods of time with the engine inoperative on the ground or during flight, damage may be incurred to the engine and/or aircraft due to fuel accumulation in the induction system.
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- (6) Auxiliary Fuel Pump - LOW (to purge vapor from fuel system).



- (7) Throttle - 1000 to 1200 RPM.
- (8) Oil Pressure - 10 PSI minimum in 30 seconds in normal weather or 60 seconds in cold weather. If no indication appears, shutdown engine and investigate.
- (9) Right Engine - START (repeat steps 3 through 8).
- (10) External Power Source - UNPLUG.
- (11) Battery and Alternators - ON.
- (12) Alternators - CHECK.
- (13) Wing Flaps - UP.
- (14) Rotating Beacon - ON.
- (15) Avionics Master Switch - ON.
- (16) Radios - SET.

## BEFORE TAKEOFF

- (1) Brakes - SET.
- (2) Engine Runup:
  - (a) Throttles - 1700 RPM.
  - (b) Alternators - CHECK.
  - (c) Magnetos - CHECK (150 RPM maximum drop with a maximum differential of 50 RPM).
  - (d) Propellers - CHECK feathering to 1200 RPM; return to high RPM (full forward position).
  - (e) Engine Instruments - CHECK green arc.
  - (f) Vacuum System - CHECK (4.75 to 5.25 inches Hg.).
  - (g) Throttles - 1000 RPM.

### NOTE

It is important that the engine oil temperature be within the normal operating range prior to applying takeoff power.

- (3) Flight Controls - CHECK free and correct.
- (4) Trim Tabs - SET.
- (5) Alternate Air Controls - Check IN.
- (6) Fuel Selectors - RECHECK - Left Engine - LEFT MAIN (feel for detent).  
Right Engine - RIGHT MAIN (feel for detent).



- (7) Wing Flaps - UP.
- (8) Cabin Door and Window - CLOSED and LOCKED.
- (9) Fuel Quantity - CHECK.
- (10) If Electric Gyro Horizon is installed, Gyro Horizon - PULL to erect.
- (11) Flight Instruments and Radios - SET.
- (12) Lights - AS REQUIRED.
- (13) Auxiliary Fuel Pumps - ON.
- (14) Brakes - RELEASE.

## TAKEOFF

### NORMAL TAKEOFF

- (1) Power - FULL THROTTLE and 2625 RPM.

#### NOTE

Apply full throttle smoothly to avoid propeller surging.

- (2) Mixtures - LEAN for field elevation.

#### NOTE

Leaning during the takeoff roll is normally not necessary; however, should maximum takeoff or subsequent engine-out performance be desired, fuel flow should be adjusted to match field elevation.

- (3) Elevator Control - Raise nosewheel at 78 KIAS.
- (4) Minimum Control Speed - 75 KIAS.
- (5) Break Ground at 90 KIAS.



## MAXIMUM PERFORMANCE TAKEOFF

- (1) Wing Flaps - DOWN 15°.
- (2) Power - FULL THROTTLE and 2625 RPM.
- (3) Mixtures - LEAN for field elevation.
- (4) Elevator Control - Raise nosewheel at 73 KIAS.
- (5) Minimum Control Speed - 75 KIAS.
- (6) Break Ground at 78 KIAS - Hold speed until all obstacles are cleared.

## AFTER TAKEOFF

- (1) Brakes - APPLY momentarily.
- (2) Landing Gear - RETRACT (check red light OFF).
- (3) Wing Flaps - UP (after obstacles are cleared if maximum performance takeoff)
- (4) Climb Speed - 107 KIAS (multi-engine best rate-of-climb speed).
- (5) Auxiliary Fuel Pumps - OFF.

## CLIMB

### NORMAL CLIMB

- (1) Power - 24 inches Hg. and 2450 RPM.
- (2) Airspeed - 115-130 KIAS.
- (3) Mixtures - ADJUST to climb fuel flow.
- (4) Auxiliary Fuel Pumps - ON (above 12,000 feet altitude to minimize vapor formation).

### NOTE

During very hot weather, if there is an indication of vapor in the fuel system (fluctuating fuel flow) or anytime when climbing above 12,000 feet, turn the auxiliary fuel pumps ON until cruising altitude has been obtained and the system is purged (usually 5 to 15 minutes after establishing cruising flight).

12

13

14

15

## MAXIMUM PERFORMANCE CLIMB

- (1) Power - FULL THROTTLE and 2625 RPM.
- (2) Airspeed - 107 KIAS at sea level; 105 KIAS at 10,000 feet.
- (3) Mixtures - ADJUST for altitude and power.
- (4) Auxiliary Fuel Pumps - ON (above 12,000 feet altitude to minimize vapor formation).

### NOTE

During very hot weather, if there is an indication of vapor in the fuel system (fluctuating fuel flow) or anytime when climbing above 12,000 feet, turn the auxiliary fuel pumps ON until cruising altitude has been obtained and the system is purged (usually 5 to 15 minutes after establishing cruising flight). It is recommended that the mixture remain at the climb mixture setting for approximately 5 minutes after establishing cruising flight before leaning is initiated.

## CRUISING

- (1) Cruise Power - 15-24 inches Hg. and 2100-2450 RPM.
- (2) Mixtures - LEAN for desired cruise fuel flow as determined from your power computer. Recheck mixtures if power, altitude or OAT changes.
- (3) Fuel Selectors - Left Engine - LEFT MAIN (feel for detent).  
Right Engine - RIGHT MAIN (feel for detent).
  - (a) If optional 40 gal. auxiliary tanks are installed, fuel selectors - MAIN TANKS for 60 minutes.
  - (b) If optional 63 gal. auxiliary tanks are installed, fuel selectors - MAIN TANKS for 90 minutes.
  - (c) Usable auxiliary fuel quantity is based on level flight.
  - (d) If wing locker tanks are installed, fuel selectors - MAIN TANKS or, after wing locker tanks are transferred and main tank quantity is less than 180 pounds each - AUXILIARY TANKS.



#### NOTE

Turn auxiliary fuel pumps to LOW and mixtures to FULL RICH when switching tanks.

- (e) If wing locker tanks are installed, crossfeed - SELECT as required to maintain fuel balance after wing locker tank fuel transfer.
- (4) Trim Tabs - ADJUST.

## LETDOWN

- (1) Power - AS REQUIRED.
- (2) Mixtures - ADJUST for smooth operation with gradual enrichment as altitude is lost.

## BEFORE LANDING

- (1) Fuel Selectors - Left Engine - LEFT MAIN (feel for detent).  
Right Engine - RIGHT MAIN (feel for detent).
- (2) Auxiliary Fuel Pumps - ON.
- (3) Alternate Air Controls - Check IN.
- (4) Mixtures - FULL RICH or lean as required for smooth operation.
- (5) Propellers - FULL FORWARD.
- (6) Wing Flaps - DOWN 15° below 160 KCAS.
- (7) Landing Gear - DOWN below 140 KCAS.
- (8) Landing Gear Position Indicator Lights - CHECK down lights ON; unlocked light - OFF.
- (9) Wing Flaps - DOWN 15° to 35° below 140 KCAS.
- (10) Minimum Multi-Engine Approach Speed - 89 KIAS.
- (11) Minimum Single-Engine Control Speed - 75 KIAS.

## LANDING

- (1) Touchdown - Main wheels first.
- (2) Landing Roll - Lower nosewheel gently.
- (3) Brakes - AS REQUIRED.



## GO-AROUND (Multi-Engine)

- (1) Increase engine speed to 2625 RPM and apply full throttle if necessary.
- (2) Reduce flaps setting to 15°.
- (3) Trim aircraft for climb.
- (4) Retract wing flaps as soon as all obstacles are cleared and a safe altitude and airspeed are obtained.

### NOTE

Do not retract landing gear if another landing approach is to be conducted.

## AFTER LANDING

- (1) Auxiliary Fuel Pumps - LOW (during landing roll).
- (2) Wing Flaps - UP.

## SECURE AIRCRAFT

- (1) Auxiliary Fuel Pumps - OFF.
- (2) Avionics Master Switch - OFF.
- (3) All Switches except Battery, Alternator and Magneto Switches - OFF.
- (4) Throttles - IDLE.
- (5) Propellers - FULL FORWARD.
- (6) Mixtures - IDLE CUT-OFF.
- (7) Fuel Selectors - OFF (if a long period of inactivity is anticipated).

### NOTE

Do not leave the fuel selectors in the intermediate position as fuel from the main tip tanks will transfer into the auxiliary tanks.



- (8) Magneto Switches - OFF, after engines stop.
- (9) Battery and Alternators - OFF.
- (10) Parking Brake - SET.
- (11) Control Lock(s) - INSTALL.
- (12) Cabin Door - CLOSE.

NOTE

To securely latch the cabin door from the outside, the exterior door handle must be rotated clockwise to its stop.

